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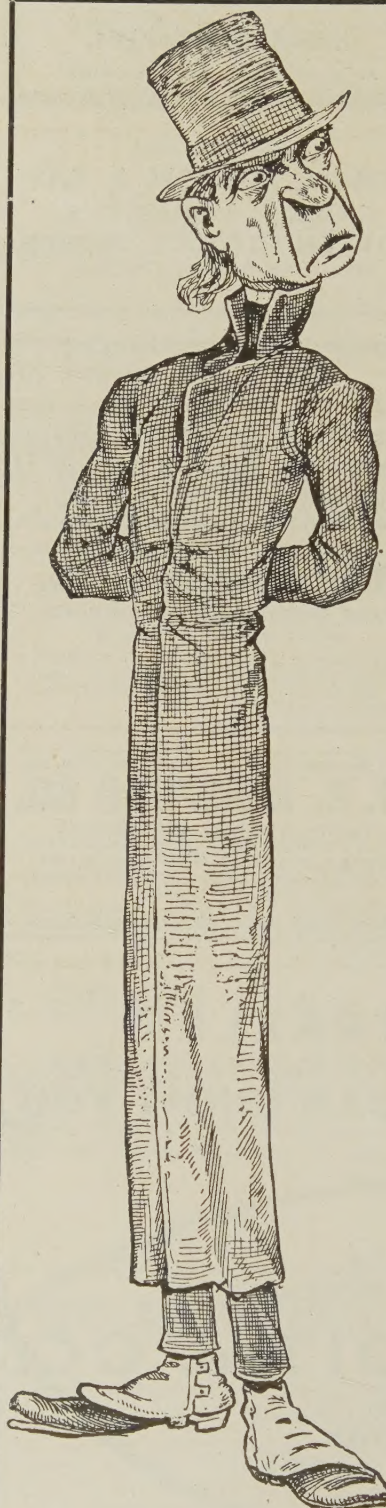
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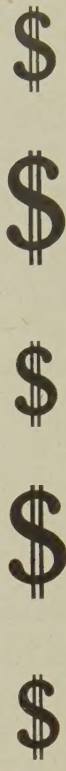
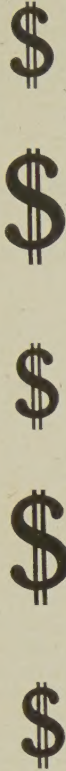
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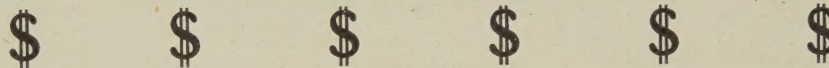
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Rogers, H. W., & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
Rosenbaum, J., Grain Co., receivers, ship'rs.
Rumsey & Company, grain commission.
Sidwell, Geo. H., & Co., grain commission.
Smith, James P., & Co., grain.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
Wagner, E. W., receiver and shipper.
Ware & Leland, grain, seeds.
Weare Grain Co., commission.
West, John, & Co., grain, seeds.
Wetmore, H. D., & Co., commission.
Winans, F. E., grain and seeds.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

COLUMBUS, O.

Columbus Grain & Elevator Co., grain, oats.
Hynson, Percy R., buyer and shipper.
McAlister, Jas. P., & Co., grain and hay.
McCord & Kelley, track buyers, shippers.
Scott & Woodrow, grain and hay shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DECATUR, ILL.

Burks, C. A., Illinois grain.
Dumont, Roberts & McCloud Co., gr. dlrs.

EVANSVILLE.

Small, W. H., & Co., grain, seeds.

FORT WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GREENVILLE, OHIO.

Grubbs, E. A., Grain Co., track buyers.

INDIANAPOLIS.

Riley, W. J., & Co., grain, feed, hay.

JACKSON, MICH.

Dewey & Co., hay and grain.

JACKSONVILLE, FLA.

McCallum, Kingsley & Co., grain, hay.

KANSAS CITY.

Beach-Keever Grain Co., grain receivers.
Ernst-Davis Grain Co., commission.
Thresher, Robt. J., grain broker & comsn.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LOUISVILLE, KY.

Brandeis, A., & Son, receivers & shippers.
Callahan & Sons, electric grain elevator.
Schuff, A. C., & Co., grain and hay.

MEMPHIS.

Davis & Andrews, grain dealers & millers.
Denyven & Co., grain and hay brokers.
Wade, John, & Sons, grain dealers.

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Franke Grain Co., grain and feed.
Lowry, I. H., & Co., grain commission.
Lull, Chas. R., grain, feed, hay.

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American Grain Co., grain commission.
Brown, E. A., & Co., commission.
Brooks-Griffiths Co., grain commission.
Poehler, H., Co., grain commission.
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Thomas, Walter A., & Co., grain commsn.
Van Dusen-Harrington Co., commission.
Welch, E. L., & Co., grain commission.

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Wilkes, J. H., & Co., grain, hay.

NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill fd.

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Elwell, R. E., grain broker.
Forbell & Tilson, grain commission.
Morey, L. A., oats and corn.
Reinhardt, Geo. N., & Co., hay, grain.

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Tyng, Hall & Co., grain commission.
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Dunwoody, E., & Co., grain and seeds.
Edenborn, Harry M., grain, feed.
Koch, W. J., & Co., grain, hay, mill feed.
Rogers, E. L., & Co., grain, hay.

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Geidel & Co., grain, hay, straw.
Keil & Thorne, grain, hay, feed.
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McCague, R. S., grain, hay.

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Merrill, Edward P., grain broker.

RICHMOND, VA.

Beveridge, S. T., & Co., grain, hay, seeds.
King, Geo. T., broker and commission.

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Byrne, Daniel P., & Co., grain, hay.
Connor Bros. & Co., grain commission.
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Wallace, F. L., & Co., grain commission.

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The Toledo Salvage Co., salvage grain.
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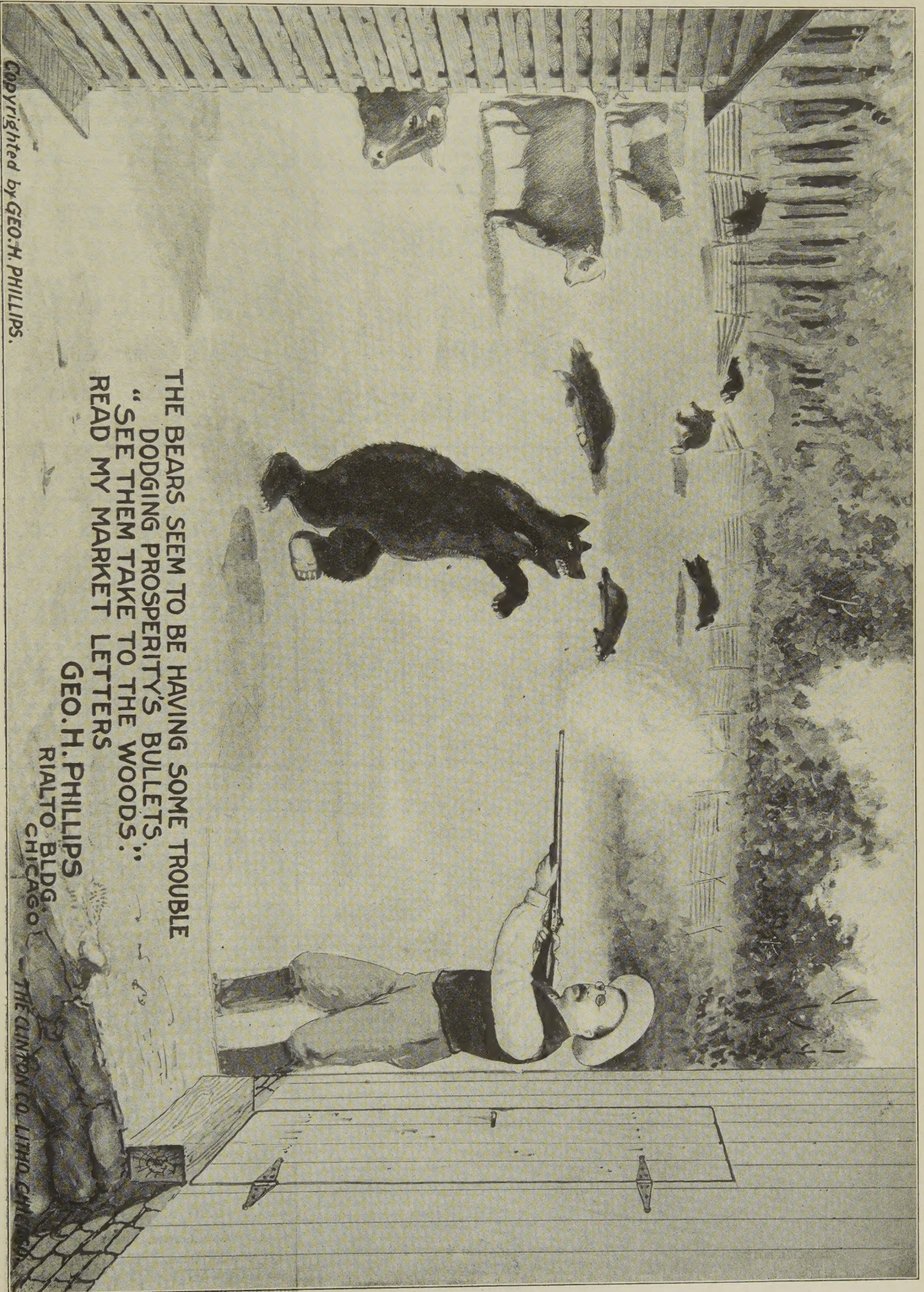
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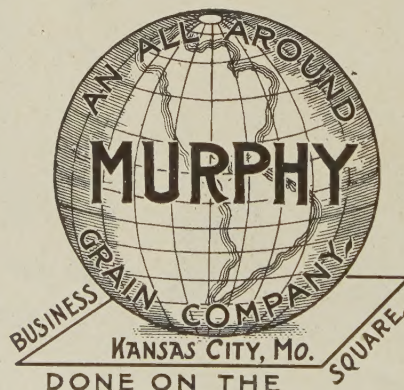
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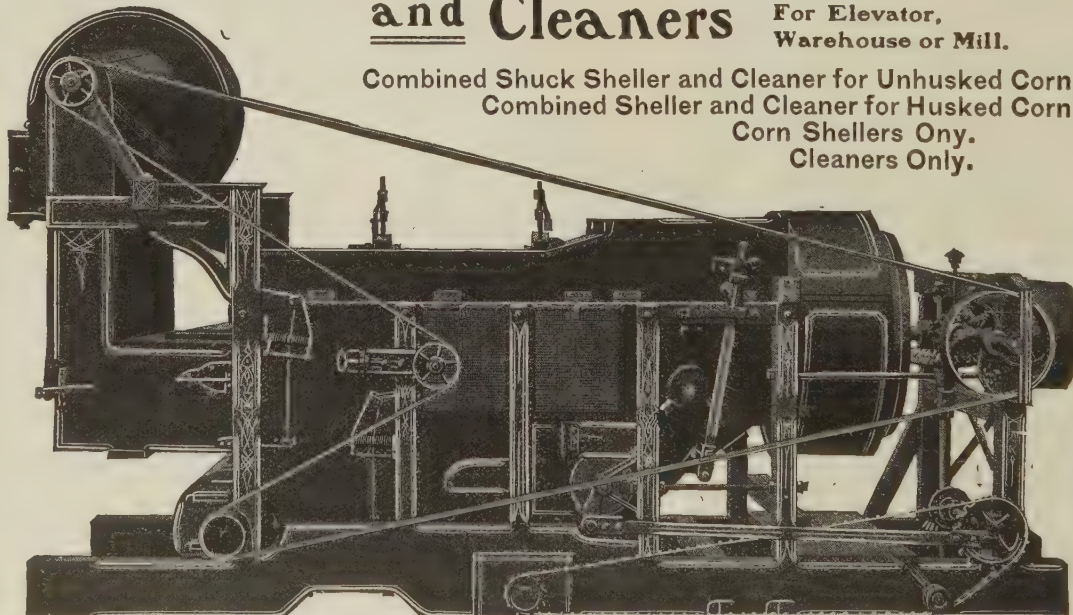
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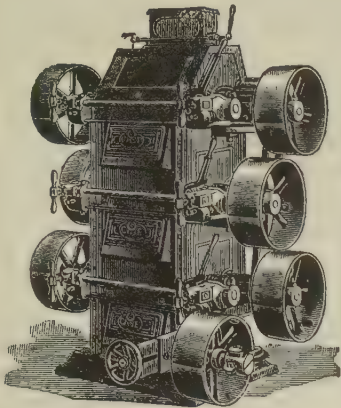
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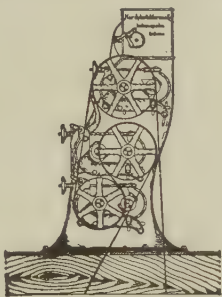
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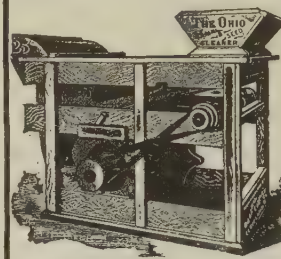
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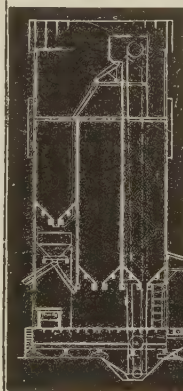
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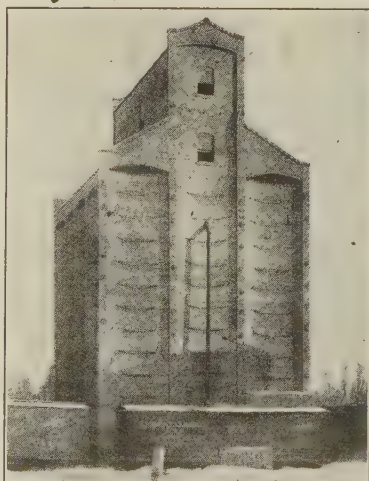
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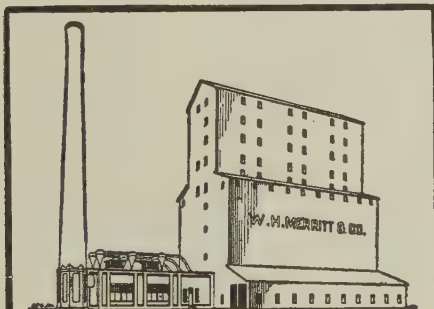
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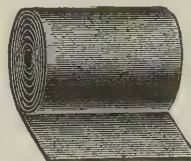
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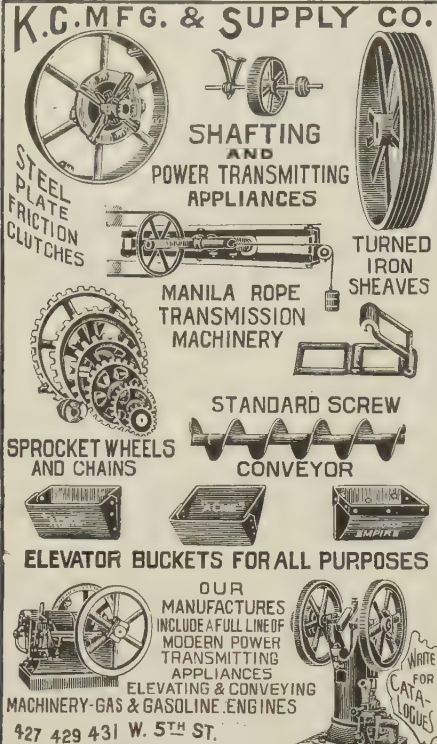
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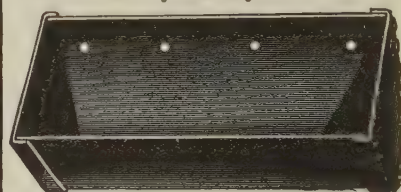
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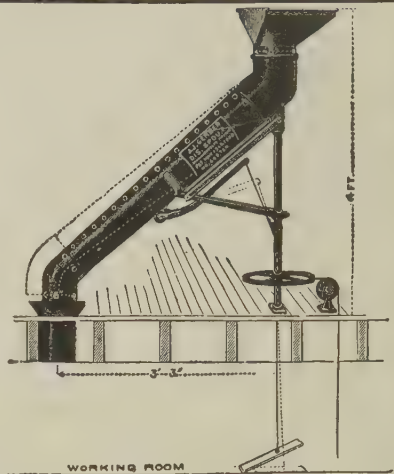
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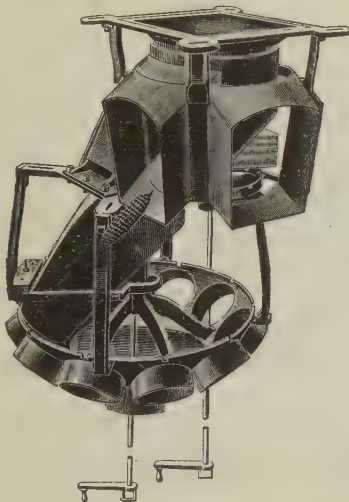
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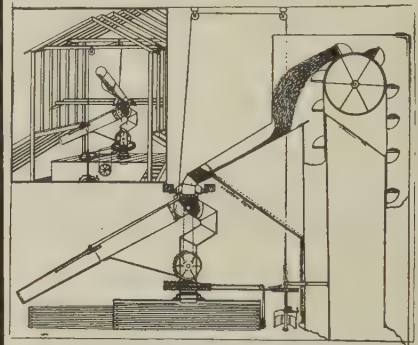
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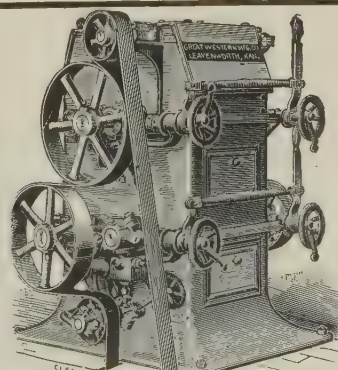
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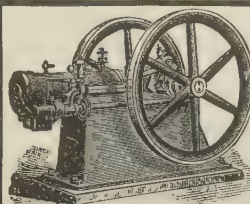
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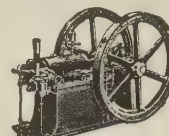
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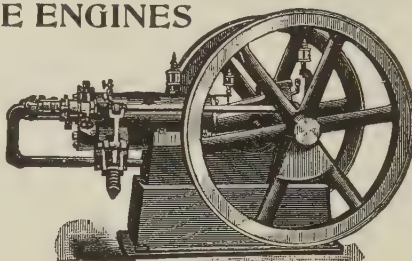


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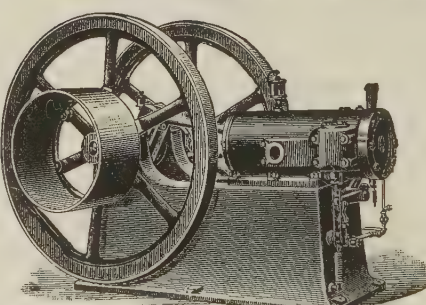
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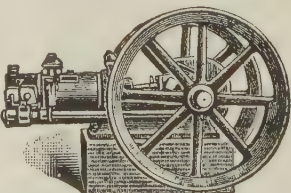
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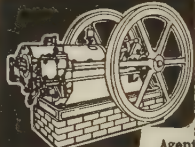
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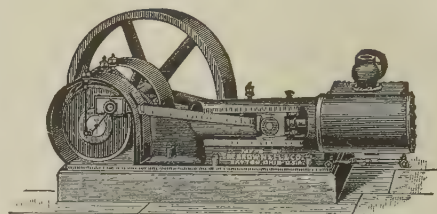
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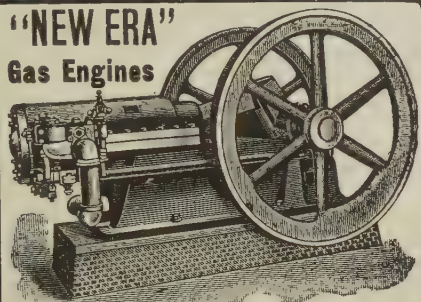
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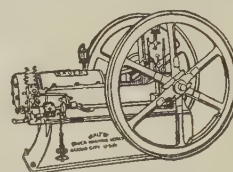
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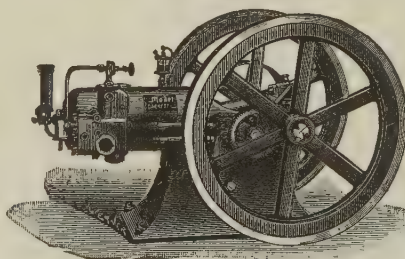
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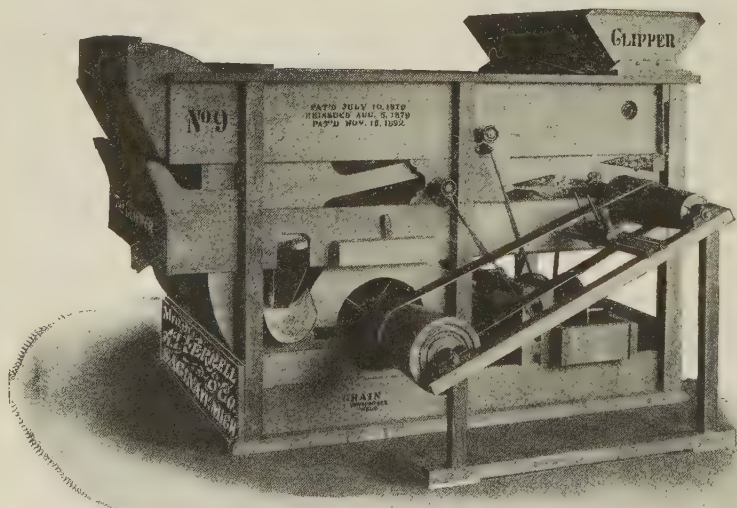
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GRAIN ELEVATOR for sale or rent, on Vandalia line in northern Indiana, modern equipment; large grounds near center of town; exceptionally desirable residence town; good territory; great bargain for right party; write for particulars. Plymouth Novelty Mfg. Co., Plymouth, Indiana.

ELEVATOR for sale; 40,000 bu. capacity; cribbed construction, 2 stands of elevators, 3 dumps, steam power, steel roof; about three acres of land. The only elevator at the point; handles about 350,000 bus. a year. Price \$13,000. Best of reasons for selling. Address W. H., Box 7, care Grain Dealers Journal, Chicago, Ill.

GRAIN, LUMBER AND IMPLEMENT business for sale in the corn belt of Illinois. Capacity of elevator 16,000 bushels; house handles 200,000 bu. each year. Lumber and implement sales in 1902 about \$25,000. Good reason for selling. Address G. B., Box 9, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FIVE NEW ELEVATORS in heart of Oklahoma's best wheat country for sale. Each elevator has 10,000 bus. capacity, gasoline power and is complete thruout and ready to handle this year's big wheat crop. Can handle stock and grain if desired. Headquarters in town of 12,000 population. The best proposition in the country. Write Wirt & Lyons Co., Enid, Okla.

GRAIN ELEVATOR in Ohio for sale, 5,000 bus. capacity, up-to-date; 8-room house; one acre ground. In fine farming country. Handle 125,000 bus. grain per year. Cash sales on flour, feed, coal and implements \$45,000 per year. A great money maker. In live town, two banks, high school, 5 churches, electrical street car line, beautiful place to live. Here is a snap for the right man. Address, Box 358, New Carlisle, Ohio.

ELEVATOR for sale in the corn belt of McLean Co., Ill., on L. E. & W. R. R. Elevator well equipped. House cribbed, modern and in first class condition. Capacity 20,000 bus.; 200-car business. Also for sale ½ interest in stock of general mdse. and store building, 9-room residence and 6 acres of land. Good opening for some one. If you mean business write for particulars. Address 444, Box 7, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good local and transit transfer and cleaning elevator, about 25,000 bu. capacity; 60,000-lb. hopper scale; power unloading scoop; cleaning and scouring machine; good mixing arrangement; large feed and corn meal rolls; 75-horse power steam engine; wagon scales; wagon dump; good track room for cars; coal bins. Good local trade in coal and feed. Best grain section of Kansas. Best of reasons for selling. Price \$6,650. Address Excel, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A FINE OPPORTUNITY for some live young business man with capital. I will offer one of the best, well established money making combined business plants in the state of Ohio, consisting of the following: One large up-to-date elevator, good lumber business, well established hardware, builders' supplies and paint business, good coal trade. The above are located in one of the best localities in the state. I am also interested in the wholesale oil business that has grown so that I am compelled to give same my whole time. For further particulars address, E. E. Gard, Tremont City, Ohio.

TWO ELEVATORS for sale in a No. 1 grain county in central Indiana, 10 miles apart, connected by electric R. R. and phone. The two houses did a business this year of 300,000 bus. One house new (not 2 years old), 50,000 bus. capacity. The other older, 100,000 bus. storage capacity. A fine opening for a real grain man to take hold of; a good business from the start. 168 cars of stock shipped from this place last year. Two dumps at each place, ample steam power. The two for \$12,500 or will sell one alone. Time given on half the purchase money. Full particulars with half-tone cut on application. Address Bargain, Box 8, Care Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

FAIRBANKS-MORSE Gasoline Engine, 8 h. p., nearly new, for sale. H. F. Anthony, Hennessey, Okla.

GASOLINE AND STEAM ENGINES, and boilers for sale. A few bargains in second-hand. Wallace Machinery Co., Champaign, Ill.

ONE VILTER ENGINE, 14x36; one Twin Cooper Corliss Condensing, 16x12, for sale. Mertes Machinery Co., Milwaukee, Wis.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

GASOLINE engines for sale: 14x16-h. p. Dayton; 16-h. p. Case; 10 5-h. p. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

ENGINE FOR SALE—One 4-h. p. Fairbanks, Morse; only used eight months; guaranteed as good as new; \$175.00. Address Lock Box 726, Lenox, Ia.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 11x18 Russell Automatic Engine; one 12x20 box bed slide valve engine; one 60x16 tubular boiler; all in good condition; prices right. Address, Pittsburg Steel Shafting Co., Toledo, Ohio.

ENGINES FOR SALE—Second-hand 9x24-in. and 10x30-in. Corliss; 11x16 in. "All Free" Automatic; 9x12 in. slide valve engines. Boilers, 60 in. x 16 ft. and 66 in. x 16 ft., also heaters and pumps. The Vilter Mfg. Co., 836 Clinton St., Milwaukee, Wis.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE for sale one 10x12 Brownell Center Crank Throttling Governor Engine, 48-inch balance and band wheels. Engine complete. Price \$150. For particulars address Herbert Edwards, Leipsic, Ohio, or the Pittsburg Steel Shafting Co., Toledo, Ohio.

FOR SALE—Second-hand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 4-h. p. Otto; one 10-h. p. Otto; one 12-h. p. Lambert; one 22-h. p. Fairbanks; one 54-h. p. Fairbanks; one 20-h. p. New Era; one 26-h. p. New Era; one 35-h. p. New Era; one 60-h. p. New Era. I buy, sell or exchange. J Montgomery Johnston, 22-24 South Canal St., Chicago, Ill.

ENGINES FOR SALE.

ENGINE FOR SALE—Four-valve 10x20. Address, F. A. McKenzie, Quincy, Mich.

WHITE GASOLINE ENGINE, 16-h. p., used only one year; in first class condition. 2635 27th Ave., S., Minneapolis, Minn.

RICE AUTOMATIC Engine in first-class shape; 80-h. p. boiler with rocking grates, nearly new; two heaters and nearly new smoke stack, for sale cheap as we are going out of business. Address Walton Creamery Co., Walton, Kan.

FOR SALE—One 14x20 slide valve, box bed engine with 54x6 band wheel and fittings complete. One 60x16 two-sheet boiler, 7-16-in. shell, with dome, and 60 3/2-in. flues, full square front with all fittings. One 80-horse power heater and Duplex Pump. The complete outfit is in good condition. Address United Supply Co., Toledo, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FAIRBANKS HOPPER SCALE, nearly new, 200 bus. capacity, for sale. H. F. Anthony, Hennessey, Okla.

HOPPER SCALE, 600-bu., for sale. Terre Haute make. New, never been unpacked. Porterfield & Barton, Jamaica, Ill.

TRACK SCALES, new and refitted, our own and Fairbanks pattern. Also hopper and wagon scales, all sizes. For sale. U. S. Scale Works, Terre Haute, Ind.

SCALES—Second-hand and refitted in good condition for sale at low prices. Send for list. The Standard Scale & Supply Co., Ltd., 211 Wood St., 242-244 3rd Ave., Pittsburg, Pa.

SCALES for sale—One Champion, new, 5-ton, double beam; one 6-ton new scale made after the Fairbanks pattern. Also all sizes Musgrave's Improved Farm Scales. The Musgrave Co., Mfrs., Des Moines, Ia.

REFITTED FAIRBANKS SCALES FOR SALE—Three 750-bu. hopper scales with compound beam, even levers to bring beams below, and office fixtures for beam consisting of short iron pillows, shelf and goose necks. Price each—\$150.00. Five 500-bu. hopper scales with compound beam, even levers to bring beams below, office fixtures for beam consisting of short iron pillows, shelf and goose necks. Price each—\$125.00. Two 15-ton scales with compound beam, and office fixtures for beam consisting of short iron pillows, shelf and goose necks, and extension levers to bring beam in office. Price each—\$110.00. Three 10-ton stock scales with compound beam and office fixtures for beam consisting of short iron pillows, shelf, goose necks and extension levers to bring beam in office. Price each—\$100.00. Two 8-ton stock scales with compound beam and office fixtures for beam, consisting of short iron pillows, shelf, goose necks and extension levers to bring beam in office. Price each—\$90.00. These are all Fairbanks Scales and having been thoroughly refitted, cannot be told from new. They are guaranteed to be accurate as any new Fairbanks Scale that ever left the factory. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MACHINES FOR SALE.

GOOD GRAIN CLEANER; large capacity; cheap. Box E-326, Galveston, Ind.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

"WESTERN" ROLLER Cleaner No. 3 for sale. Fair condition. Will sell cheap. Porterfield & Barton, Jamaica, Ill.

DRILLING MACHINES, two No. 1 Star, full traction, for sale. Address C. Friedly, Dunkirk, Ohio.

INVINCIBLE Oat Clipper, capacity 500 to 600 bushels per hour, good as new, for sale. A. H. Richner, Crawfordsville, Ind.

SOME EXCEPTIONAL BARGAINS in second-hand machinery in Circular No. 17, now ready. A. S. Garman & Sons, Akron, Ohio.

WEBSTER CAR PULLER and two Clark Power Shovels for sale; complete, in first class condition. Wisner & Co., Memphis, Tenn.

BOWSER GRINDER, No. 10; separators, all sizes; scourers; for sale cheap. S. G. Niedhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

FEED ROLL, 2-pair high, 9x12, newly corrugated, for sale; also a feed cleaner cheap for cash; all good as new. Address E. Brunner, Hope, Kan.

A ONE-HORSE POWER for sale, good as new, G. W. Crane make, with tumbling rod sprocket wheels and chain to connect with line shaft. A. Wheeler, Canton, Minn.

TWO FEED GRINDERS for sale, nearly new and in good shape, will grind all kinds of grain. One, a Cogswell Feed Mill, cost new \$300 net. Will sell at a bargain. H. C. Clark, Lebanon, Ind.

VICTOR No. 3 Barnard & Leas Wheat Scourer and Polisher; a Barnard Dustless Warehouse Separator; corn sheller; pulleys and shafting, for sale. Used very little. H. H. Palmer, Zumbrota, Minn.

WAREHOUSE MILLS AND SEPARATORS—Several new A. P. Dickey Mfg. Co., side and end shake warehouse mills and over-blast separators, for sale cheap to close out. Johnson & Field Mfg. Co., Racine, Wis.

MACHINERY FOR SALE—Boiler 20-h. p., engine, 12-h. p., burr, elevator and a few machines. Also a whole outfit for the best feed mill. This machinery is all new but have no use for it. Will sell separate if desired. John Fritchle, Coon Rapids, Iowa.

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MISCELLANEOUS FOR SALE.

HOUSE and three lots on corner in residence district of Tipton, Ia., at a bargain. Address John R. Wampler, Tipton, Ia.

ECONOMIC PORTABLE BOILER for sale, 30-h. p., in good order, now carrying 80 lbs. pressure. Address P. O. Box 501, Toledo, Ohio.

A SECTION of fine stock and grain land in southern North Dakota for trade for good elevator property. Union County Investment Co., Elk Point, S. D.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

BEING SPECIALISTS in handling corn as agents and brokers we should like to represent some large exporting house for corn and wheat. Address Cohn & Haurwitz, Hamburg, Germany.

MANSFIELD TUBULAR BOILERS—Two 16x14, for sale, 56—3½-in. tubes, full square fronts and all fittings. Price very low. Address United Supply Co., Toledo, Ohio.

AN ESTABLISHED coal and feed business for sale, in the most desirable part of the city of Dayton, Ohio, with a population of over one hundred thousand inhabitants. For full particulars address W. M. Byers, Dayton, Ohio.

FARM FOR SALE—360 acres near city of Crookston, Minn., 250 acres under cultivation and seeded in wheat and flax; ½ mile to railroad station; 80 rods to school house; heavy black soil; natural drainage; \$30 per acre. Geo. Enge, Portland, S. D.

RETAIL LUMBER YARD, one of the best in southeastern Iowa, can be bought on easy terms. 392 acres of good productive land, two miles from good town with three R. R. stations. The same land in Illinois would be considered cheap at \$80. The first man's contract at \$45 per acre, one-third cash, balance on easy terms at 5 per cent, takes it now. B. F. Dixon & Co., Washington, Ia.

WHOLESALE and RETAIL grain and flour business for sale. Established 50 years. Located on leading wholesale business street of the city. Main building is 40x75 ft., four stories high, to which is connected a mill and elevator building eight stories high. This contains a 75-h. p. engine and boiler, two grist mills, hopper scales, bins, elevator, etc. These mills have a capacity of a thousand bushels a day and the bins will hold from twenty to twenty-five thousand bushels. Private switch on tracks of N. Y., N. H. & H. R. R., a storehouse and wharf on water front, all being part of the property. The plant controls the largest wholesale and retail grain and flour business in city. Its facilities for the receipt and handling of both rail and water shipments are of the best. An ordinary car can be emptied, weighed and put into any bin in the building in less than an hour. Reason for selling, owner wishes to permanently retire from business. A. A. Beckwith, Norwich, Conn.

MILLS FOR SALE.

GOOD MILL, 75-bbl., on railroad in Western Oregon, near Portland, for sale for less than cost; easy terms. Address, Geo. H. Finney, Gervais, Ore.

ROLLER FLOURING Mill in good Iowa town for sale, new. This is a snap; better investigate. Address, Mill, Box 9, Care Grain Dealers Journal, Chicago, Ill.

FLOUR AND CORN MILL and corn sheller. M. K. & T. Ry. track and bank of creek. Good site for water works, electric light power plant. Crossman & Newland, Garland, Texas.

FLOUR MILL, 60-bbl., and elevator for sale; in best grain country in central Indiana; 8,000-bu. corn crib, 8,000 bus. bin room; 250,000-bu. point in town of 1,500 population on Big Four. Very best reasons for wanting to sell. Address J. W. H., Box 7, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Corn mill; one double stand rolls for meal; one large size Bowsher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35-horse power steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operates; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address Eclipse, Box 5, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WHEN YOU WANT new or second-hand machinery or supplies of any kind, including power plants, or to buy, rent or trade for a mill or elevator, address, T. M. Warne, Amboy, Ind.

INCREASED CAPITAL WANTED—An old established grain firm doing a good station business in Kan. and Mo. desires to increase capital stock \$20,000 or \$30,000 and furnish position as book-keeper and traveling manager of station agents to one or two parties. Best of reference given and required. Address Earl, Box 5, Care Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

POSITION wanted in elevator by married man of 33; accurate in accounts; good judge of grain; not afraid of work. References. W. P. Manning, Exeter, Neb.

WANTED. position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corn- ing, Ia.

POSITION wanted as general agent for line of elevators. Have had ten years of experience in managing line elevators. Address H., Box 7, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager or buyer in an elevator in Neb. or Kans. Best of references furnished on application. Address C. A. B., Box 7, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION—With good firm as buyer or manager of grain business. Would take an interest with right party. Have 12 years' experience. Will give best of references. Address P. Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted with some good, reliable grain firm as traveling representative; five years' experience in grain business, three years on road; personally acquainted with grain trade throughout Illinois, Indiana and Ohio; furnish first-class recommendations. Address Traveler, Box 9, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

GRAIN AND SEED BAGS wanted for cash. Large or small quantities. Cincinnati Bag Co., Cincinnati, O.

GRAIN TEST Separators. For cleaning samples of wheat to ascertain the dockage. Address Dubuque Turbine & Roller Mill Co., Dubuque, Ia.

GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.


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Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....



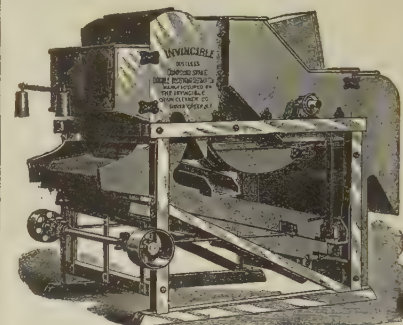
**PERFORATED METAL
GRAIN CLEANERS**
THE ROBERT ATKINSON PERFORATED METAL CO.
309-305 DEARBORN ST. CHICAGO, ILL.



COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

INVINCIBLE

Compound-Shake Dustless, Double
RECEIVING SEPARATOR
(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

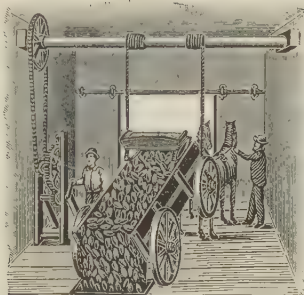
Invincible Works,

SILVER CREEK, - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchorne Block, Indianapolis, Ind.

PHILIP SMITH, SIDNEY, OHIO.



Smith's Improved Overhead Dump

Chain Drag Feeder,

"Ohio" Sheller,

Marquis Ear Corn Feeder,

Improved Elevator Head and Self Cleaning Boot,

Saw Dust, Tupper and Straight Bar Furnace Grates.

IT'S IN THE AIR-- THAT'S THE SECRET OF Monitor Superiority

Complete separation of impurities from grain is not possible by screens alone, or the use of uncontrolled air currents.



Screen separations assist in removing foreign and foul matter but any maker of grain cleaning machinery can equal the product of any other maker so far as screen separations are concerned.

It's the air separations that produce the most perfect results.

It's the air separations that give the Monitor Line of grain cleaning machinery a superiority that is unapproached by any other line made.

For instance, in the Monitor Warehouse Separator the air separations are the **most perfect** in any machinery devised.

Four distinct controlled air currents act on the grain—the kernels are spread out and each weighed in the air—each independent of another—thereby removing more foreign and foul matter than with any other machine.

With the greatest perfection yet devised in air separations—made with perfect workmanship from the best materials, the Monitor Dustless Warehouse Separator is the best machine of its kind in the world.

It will produce a closer separation with less waste of good grain than any other separator made.

Other Monitor Leaders--Oat Clippers, Flax and Seed Cleaners, Feed Packers.

Huntley Mfg. Co., Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

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10th and 25th of Each Month

BY THE

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CHARLES S. CLARK, Manager.

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Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., MAY 10, 1903.

WHAT are the four best ads? See page 486.

CROP REPORTS that are reliable are wanted by your brother dealers. Send them to us and we will forward a copy to each.

FARMERS of the vicinity of Viroqua, Wis., have their fill of co-operation, as is made clear by an extract from a decision of the Wisconsin Supreme Court published in this number.

YOUR opinion on what are the Four Best advertisements in this number will be paid for if you comply with any of the requirements offered for sixteen prizes on page 486. Let us hear from you.

DEMAND DRAFTS, with exchange, B/L attached, has reduced the grain business of the North to a cash basis, and there seems no good reason why the same practice should not prevail in the South.

FREIGHT rates on grain to the seaboard will be reduced tomorrow, but not to the figure considered reasonable by the Interstate Commerce Commission. However, the new rate is probably near enough to the rate requested by the Interstate Commerce Commission to pass that body.

WHEN a change is made in the power controlling the grading of grain, the exchange members of terminal markets will be able to get nearer to the needs of the trade by giving the shippers (they pay the expense) some voice in the management of the departments. When politicians are permitted to control, the grain dealer stands no show.

AN IOWA dealer whose "insurance just expired" recently lost his elevator by fire. Insurance to afford effective protection must be carried all the time.

GREAT BRITAIN has decided to repeal the tax on imported breadstuffs. The change will take effect July 1, so their purchases abroad between now and then may be lighter than usual.

DETROIT'S Board of Trade has promptly knocked out the bill pending before the state legislature which provided for official grain inspection at every cross road and employment for a lot of political heelers.

SECRETARY SAMPSON sounded the keynote of success in the grain business, when he told the Wisconsin shippers that Harmony was the essential thing. If you do not know what it is, speak to your competitor about it.

THE right of the conveyor of title to real estate to proscribe its being used in handling grain has been fully sustained by a recent decision of the Illinois Supreme Court which is published in "Suits and Decisions," this number.

SHIPPERS of the Middle West who have been trying to sell corn in California by a flood of samples will find a pointer in our Pacific Coast Letter that may reduce their waste of grain. It seldom pays to attempt to deal direct with small feed dealers at such long range.

THE crop killers' first cousin has sent in advance information to the effect that France will reduce its duty on wheat from 36.8 to 15 cts. It is wonderful what vigorous imaginations some so-called reporters possess, or rather are possessed by.

NEW ORLEANS, unfortunately for the city's grain trade and the shippers who patronize that market, is still struggling with two grain-inspection departments. Their consolidation will prove of advantage to the city's grain trade as well as to those who buy from or ship to that market.

IN "Letters from Dealers" this number will be found an interesting statement of a case involving the liability of shipper and buyer for grain during its transportation from initial to destination point. The liability of the seller would seem to run to the minute this grain is delivered to the buyer or the buyer's agent. If he sells it his track then the carrier becomes the agent of the buyer the minute it receives the grain. If seller sells it "delivered Augusta," then the carrier is seller's agent until delivery of the grain at destination. In each case the carrier would seem to be liable to its employer and none other. If seller contracts to deliver grain at Augusta, and thru the fault of his agent it is not delivered within a reasonable time then buyer is not bound to

accept it. Sellers' relief is thru a suit for damages for delay against its agent.

ADVANCING money to strange farmers for grain to be hauled soon as the roads get dry received a violent check at Malvern, Ia., recently when the grain buyer discovered that he had been buncoed. It is bad enough to advance cash to farmers you know, let the strangers go to the banks.

THE Grain Shippers' Protective Association of Chicago merits great credit for the excellent work it has done in reducing the stealing of grain from cars. The railroads guard their yards more vigilantly than ever and employ more special policemen. Naturally grain lost by petty thieving is becoming less and less.

ABIDING by the decisions of arbitration committees is one of the essentials to the successful settlement of differences by this method. Few business men care to institute a lawsuit for \$100 or \$200. None can afford to do so, and surely cannot be justified in bringing such a suit when handicapped by the decision of the arbitration committee against it.

THE ILLINOIS LAW which prohibits its privilege trading was not changed by the legislature, so these trades will have to be made outside the state as heretofore, if made at all. Hammond, Ind., and its bucketshop cohorts seem anxious to accommodate those who desire to trade in privileges. If they succeed or are recognized in any way by the friends of puts and calls, the cause of privilege trading will be still farther disgraced.

A STOCK car loaded with oats was recently unloaded at a Chicago elevator which showed unmistakable signs of having passed thru a heavy rain storm. Altho the openings designed to supply fresh air to live stock were well covered, the wet oats well matted together clung to the sides of the car and filled the water trough. Sometimes such a shipment may be considered something of a joke, but in this case it proved quite expensive.

ILLINOIS' legislature has adjourned without doing any injury or any good to the grain trade. It turned down the civil service bill and then followed the Wisconsin legislature in adopting a resolution asking Congress to establish federal inspection of grain with civil service. If they were honest or conscientious in the matter of resolutions, they wud not have permitted such a resolution to have cum to a vote.

WHERE the opinions of different members of the trade vary greatly on any trade practice, duty or liability, it would seem advisable for the Trade Rules Committee of the G. D. N. A. to propose a rule covering the mooted point. The sooner the views of the progressive men in the trade are crystallized in the form of rules

the sooner will uniformity of practice be attained. The rank and file needs a book of rules to guide it, not because selfishness always prompts it to ignore the rights of others, but because a narrower experience does not develop a wide range of vision.

PROGRESSIVE workers in the grain trade organizations will heartily endorse the sentiments expressed by Secretary Wells in his excellent paper read at the Milwaukee meeting last week. It may prove an advance position for some, still all must soon come to it, if the motto "Onward and Upward" is to be kept in view. It means a broader and better field of labor for association workers and will insure the elevation of the unit as well as the improvement of trade conditions.

KANSAS CITY may be working slowly in the matter of placing grain weights above suspicion, but the results of the work of the Board of Trade's weighing Bureau are indeed gratifying. In addition to discovering recently that scales had been tampered with, a hearing of this complaint brought out the fact that a state grain weigher was drawing two salaries; one from the state, and one from the elevator company. A full report of this hearing is published elsewhere in this number.

Shippers to the South and Southeast have held meetings in Chicago, Cincinnati and Louisville for the purpose of forming an organization which shall have for its main purpose the placing of the grain business upon a cash basis. Although drafts have long since been attached to all B/L's, thru the connivance of southern bankers, buyers have been able to delay payment until they sell and collect for the grain. A change is needed and will be had before the suffering shippers will let the matter drop.

IT IS not certain that discrimination in the matter of freight rates is a thing of the past, but the general impression prevails that the few favored shippers get no more rebates, and no man's business is built up by a carrier at the expense of others. It has taken nearly a score of years to bring the work first outlined for the Interstate Commerce Commission to the present degree of success, and as remarkable as it may seem, the last law enacted to prohibit discrimination between persons, places or commodities was sought by the carriers.

MICHIGAN grain dealers propose to make another effort to organize a state asso. They have not done so before, probably because they lacked a leader with time enough to follow up persistently the different efforts made to get the dealers of the state together. In the Michigan Bean Jobbers' Asso., 93 per cent of whose members are also engaged in the grain business, the trade has a good nucleus for a

state asso. By joining with the Bean Jobbers' Asso. the grain dealers are quite certain to have a stronger and larger asso. Then, too, they will be able to employ a competent secretary to give his entire time to the work of the organization, without placing a burden on their pocket-books.

HOT CORN may not exist in such large quantities at southern ports as has been reported, but they surely have enough of it. A recent visitor to New Orleans reports having seen carloads of hot corn auctioned off at 50 cents a piece. It seems that the Southern Pacific has not had a drier in its Oswego elevators, hence was not prepared to care for corn which got out of condition. Before selling the corn at auction the carrier took the precaution to have a committee of three grain dealers examine, sample and appraise the corn in the car. The fact that the grain was greatly deteriorated at the time appraisal was made does not relieve the carrier of liability for having effected the deterioration.

JUDGING from recent reports from Cincinnati they have an inspector who is first cousin to the old Kansas City inspector who made it a practice to inspect car grain by telephone. The Cincinnati man, it seems, has been grading corn by looking at the outside of the car. It happened recently that one of his cars was plugged with inferior corn. When this car was unloaded by the consumer he discovered its bad condition and raised a holler which has not as yet reached the man who plugged the load. However, he is the guilty party and no doubt will be the one to suffer, notwithstanding the fact that the public inspector overlooked the trickery. Responsibility for plugging carloads of grain always rests upon the man who did it, it matters not when it is discovered.

THE FACT that another one of the original fifteen concrete bins erected at Duluth for Peavey & Co., has collapsed since the publication of the last number of the Grain Dealers Journal does not necessarily prove all concrete bins are too weak to be suitable for storing grain. It is true that three of the first fifteen erected by the Peavey Company at Duluth have collapsed. None of the last fifteen erected at the same point has as yet shown any signs of weakening. The erection of the first fifteen bins was under the supervision of a building contractor who had no experience in constructing grain elevators or cement structures. It is a noteworthy fact that the two last bins to collapse succumbed to the strains of stored flaxseed, which seems to bear out the impression that the lateral pressure of flaxseed is much greater than that of any other grain.

FEAR of grain corners and inability to make delivery under the narrow rules and varying grading of grain has reduced hedging against actual holdings by country elevator men to a minimum. The harrowing experiences of the hedgers and the speculators last year is still a discouraging factor. Hence it is but natural that the Board of Trade should seriously consider amending its rules so as to permit the delivery of No. 2 Hard Winter Wheat on contracts, with a penalty. If the country elevator man is to be encouraged to

hedge against his holdings, then he must be permitted to make contracts which will allow of his delivering the grain he possesses. Liverpool has recently changed its rules so as to permit the delivery on contract of many different wheats at stipulated penalties. In the cotton trade the contract grade dealt in is what is called middlings, a grade which can be turned out by almost anyone who has cotton of a medium grade. If all trade is to be confined to a few who have or think they can secure the contract grades, the market must continue in control of a few. Broadening the rules, on the other hand, is very likely to invite broader influences into the market.

ALTHO the average shortage in grain shipments to Chicago has been reduced to a minimum, occasionally a shipper suffers a loss which is both amazing and startling. Doubtless shippers to other markets suffer likewise. Many of these shortages can be traced direct to boys who break into cars standing in unguarded yards. In Chicago a vigorous and persistent effort has been made to discourage stealing from cars. Boys have been arrested time and again, only to be discharged by the justices of the peace or the juvenile court. Judging from the practices of the justices, they act under instructions from the judge in charge of the juvenile court to discharge all boys under 16 years of age the first and second time they are arrested, and thereafter to bind them over to the juvenile court, which, judging from the experiences of one railroad from January 1st to May 1st of this year, also makes it an inviolate rule to discharge the boys as rapidly as arrested. During the first four months of this year thirty-two boys arrested for stealing from cars on one line of railroad were discharged by the judges. No doubt the justices discharged several times that number. Judge Tuthill alone discharged twenty-five, Judge Horton discharged five and Judge Burke two. That the toughs who steal from cars regard their discharge as an encouragement to go back and try again must be certain. The railroad companies and the officers of the law are completely discouraged in their efforts to protect property of shippers to this city by the encouragement persistently given the thieves by the courts. Ignoring all laws and the rights of property the judges who continually discharge thieves in hope of reforming them no doubt succeed in encouraging them to perpetrate even greater crimes. Severity rather than leniency in handling such cases would seem to exert a greater reforming influence. The practice of treating every railway-yard tough as a Little Lord Fauntleroy no doubt is considered quite a pleasing and amusing experience by the thieves who steal from cars and sell their booty.

FOR some unaccountable reason some grain shippers seem to labor under the impression that a railroad company is not responsible for damage caused to grain by delaying it for an interminable period in transit. How such misunderstanding has got abroad is not easy to understand, but, with a sharp, shrewd lawyer, a shipper will win out every time if the railroad company permits the case to go to a trial. It is not the fault of the shippers that the carrier has neglected to supply sufficient cars or motive power to care for its business. As a quasi-public corporation the carrier has been granted rights which require it to perform a service for the shipping public. If it accepts grain for shipment and neglects to make delivery at destination within a reasonable time the ship-

per most assuredly has an excellent case and will win if he can prove delay and the case is properly presented. So many shippers have suffered great losses during the past season, that it would not seem necessary to suggest that those having just claims against the same line of railroad begin joint action against the offender. By such co-operation they would be likely to encourage prompt settlement out of court.

From the Skirmish Line.

By A. Picket.

Too much competition, too many elevators and too many buyers at a station may result in an injury to the farmers, and the public. Grain dealers are becoming weary of wasting their lives and capital in ruinous competition and will certainly demand some compensation for their services. There is only a certain amount of grain tributary to any station and two modern, well-equipped elevators can easily handle the business of any grain station in the country.

Is it not better for the farmers and the community at large that the total expense of conducting the grain business at a station be kept at a minimum, in keeping with the necessary facilities, rather than to have more facilities than is actually necessary and an unnecessary large expense account?

Ten grain dealers may combine on prices just as easily as two and their ideas of necessary profits on each bushel will naturally depend on the volume of business each gets as well as the expense incurred.

* * *

Who can tell, but what the up-to-date grain dealers' association of the future may take a position as between the grain dealers and the public, as an arbitrator of differences concerning margins of profit, and general equipment for conducting the business.

In other words, suppose the farmers at a certain station feel that the dealers are not paying reasonable prices, why not present their complaint to the grain dealers' association?

If grain dealers' associations will stand strictly for equity and justice in every sense, the farmers will soon have confidence and be willing to confer and reason with the association.

* * *

Natural laws today seem to require large influence and action, too large for the individual to accomplish. Thus the necessity of the association of separate classes of individuals to cope with contending forces and obstinate circumstances.

* * *

A certain farmers' Elevator Co. was organized in a locality where two railroads were in competition for business, and claimed that they had not been fairly treated by the dealers on one of the roads. After they began to do business they also found themselves unable to compete with the dealers on the other railroad and their experience taught them that the other road could reach a market that was from 2 to 4 cents better than they could find on their railroad. The farmers then had some sympathy for their competitors and were sorry they began business.

* * *

The grain dealers' association that is organized along narrow lines merely for the purpose of controlling prices, or the secretary who conducts his work with that end only in view is doing the cause

of grain dealers' associations more harm than good, and he and his members will probably find their reward in public agitation and adverse legislation.

* * *

The grain dealer who is so narrow minded that he refuses to recognize his competitor in a friendly manner needs to be educated as much as the school boy, who is in the kindergarten. The law does not require that a man in business shall hate his competitor. What can a grain dealer expect to gain in this world if he spends his whole life fighting his competitor?

Letters From Dealers

LIABILITY FOR DELAY IN DELIVERY.

Grain Dealers Journal: As an item of general interest the enclosed clipping has been sent us as a position taken by a southern newspaper with regard to the shipment of grain:

[From New York Journal of Commerce.]

AUGUSTA, Ga., April 23, 1903.—About the 10th of March we bought from a firm at St. Louis, Mo., three cars of oats. They were shipped within the time specified in the purchase and were sold at 48¢ delivered Augusta, their routing (meaning that they were to ship them over any road that they might select). The oats were shipped on March 17, arriving here in from twenty-three to twenty-eight days, or in other words there was a delay in transit of fifteen to eighteen days, eight to ten days being ample and a reasonable time by which the railroads should have brought them through. Upon arrival of the oats, we tried to sell them for whose account it might concern, and the best price obtainable, which was the full market price at the time and 4¢ less than what they cost us. Please let us know who is responsible for this, whether the shipper or the railroad, and also if railroads are responsible for damage caused by delays on goods in transit. N. G. C.

Reply.—A seller of goods under a contract one of whose terms is "delivered at Augusta" is bound to make delivery there within a reasonable time if no time for delivery is expressly agreed upon. If the goods arrive after the expiration of such reasonable time the buyer is not bound to accept them. He may either refuse to have anything at all to do with them, or he may inform the seller that he will take charge of them and sell them for the seller's account if the latter consents thereto; then if the seller makes no objection to this course it may be followed. But if the buyer accepts the goods, notwithstanding the delay, and deals with them as his own, without notice to the seller, he is bound by the acceptance and he can base no legal claim against the seller upon the delay. A carrier is bound to transport goods with reasonable promptness, all things considered. Whether that was done in this case or not we have not sufficient facts to determine. If it was not done the carrier is liable to the owner of the goods for the resulting damage. The owner in this case until delivery at Augusta was the seller. If he will not sue, the buyer, if he has been damaged, may bring suit in the seller's name.

We would like to dissent from this opinion, as our attitude has always been that if shipment is made within the stipulated time our liability ceases, and it then becomes a matter entirely between the buyer and the transportation company. We believe in justice to all shippers of grain that this position should be positively assured and positively understood by the grain trade everywhere. Yours truly, Bassett Grain Co., Indianapolis.

HOT CORN AT NEW ORLEANS.

Grain Dealers Journal: The reports of hot corn at New Orleans are largely overdrawn. As to obtaining "2,000 cars of hot corn here at a reasonable figure", if the average price at which hot corn sold at auction is about 7 cents per bu., we would like to commission the author of the statement to buy 2,000 cars for us at the price, and we will pay him a bonus of \$10 per car if he will make the trade. As a matter of fact New Orleans has had hot corn, as has every other point not only in the South, but also in the North.

New Orleans, however, has a method of cooling or drying the corn; and, if the grain is not too far gone, to raise it in grade and return it on the market in a reasonably sound and merchantable condition.

Considerable corn arrived here out of condition, due to various causes, such as delay in transit. All the corn that arrived here over the I. C. R. R. was dried when it arrived out of condition, and in nearly every instance the grade was raised. The cars that could not be raised were few and far between.

The conditions were somewhat different at the T. & P. R. R. The elevator of this road is not equipped with a drier, hence corn that was off grade had to be handled in some other manner. When the corn arrived hot and had been delayed in transit the consignees abandoned the freight and notified the railroad officials that their road would be held for damages on account of delay.

Under the laws of Louisiana all such cars that were abandoned were sold at auction by the railroad, and it is these few cars that caused the commotion in grain circles. So far 57 cars have been sold at auction. One car sold at 50 cents per car, 1 car for \$5.25 and the balance at prices ranging from 1 cent per bu. to 39 cents per bu. Most of the corn sold at 5 to 12 cents per bu.

We know of some corn that was sent here to be dried from various sections of the country, but these cars are not for sale, but sent here for drying purposes only. Stocks of all grades of corn are very light and we do not believe that there is sufficient so called hot corn here to make a respectable shipment. We have had some little trouble with corn the same as every other place, but after all New Orleans had less in proportion than any other place.

We understand the T. & P. R. R. has let a contract to erect a drier, hence it is not likely that we will in another season see a repetition of abandoned corn sales.—A. F. Leonhardt, New Orleans, La.

"What became of Jones?" "Failed. He's a has-been." "And Smith?" "Rich. He's a grain bin."

No country can dispute Uncle Sam's title to the championship as long as he wears the corn belt.

Corn in the ear nearly ruined the hearing of one Iowa boy. When examined for deafness a Dubuque aurist found a kernel of sprouting corn in each ear of the lad.

Russia, which 16 years ago was the world's leading cereal producer, now is a poor second, the United States raising nearly twice as much as the land of the Czar.

Bad roads in the United States are costing the people \$650,000,000 annually, as reported by Martin Dodge, director of the Bureau of Public Road Inquiries. Wonderful how much the people lose and still get rich.

Peavey's New Elevator at Kasota, Minn.

The latest addition to the extensive Peavey system of elevators is represented in the photograph and plans reproduced in the engravings herewith. This elevator was erected during the past summer to clean and transfer the grain coming from the Peavey Elevator Co.'s line of country elevators situated on the C., St. P. M. & O. between Kasota and Omaha, and branches in Minnesota, South Dakota and Nebraska; also to handle grain in transit from all points west of Kasota on the C. & N. W. (Winona & St. Peter Division) in western Minnesota, North and South Dakota.

The elevator is located one and one-quarter miles south of the depot at Kasota, Minn., between the main line of the "Omaha" and "Northwestern," which are some seventy-five feet apart, and parallel at this point. Track connections both in and out to joint tracks are made by each road, giving a total capacity for fifty loads to be switched in at once. This arrangement makes it possible to devote the house to either one road or the other, or jointly, as it may be desired.

The design of the elevator is somewhat novel in several respects for a transfer house, and is believed will establish new ideas. The hopper scale has been abandoned in the cupola, in lieu of which three 100-ton Fairbanks Track Scales, one for each receiving and shipping leg, have been substituted. All machinery is located on the first floor, all with clutch throwouts arranged in connection with each machine or leg so that the entire operation of the house is under the direct supervision of the superintendent. This arrangement makes a considerable saving in construction and operation.

Another innovation is the construction of the Texas, which is the full width (or nearly so) of the building, making the distribution of the grain to the center of the house instead of to the sides, giving large working space and sufficient room to use the Mayo System of distribution.

Concrete piers and walls built on ledge rock make the foundation, a clearance of 11.6 being secured below the level of the rail, allowing ample room for spouting below the working floor. The en-

tire basement, and under the scales being concreted and water tight.

The elevator is built of wood, covered with galvanized iron, having a total capacity of 125,000; divided into fifty bins of a varying capacity from 1,000 to 4,000 bu. each, all hopper bottoms, the lowest

tem. The second or top floor contains all of the elevator heads, line shafts and rope drives.

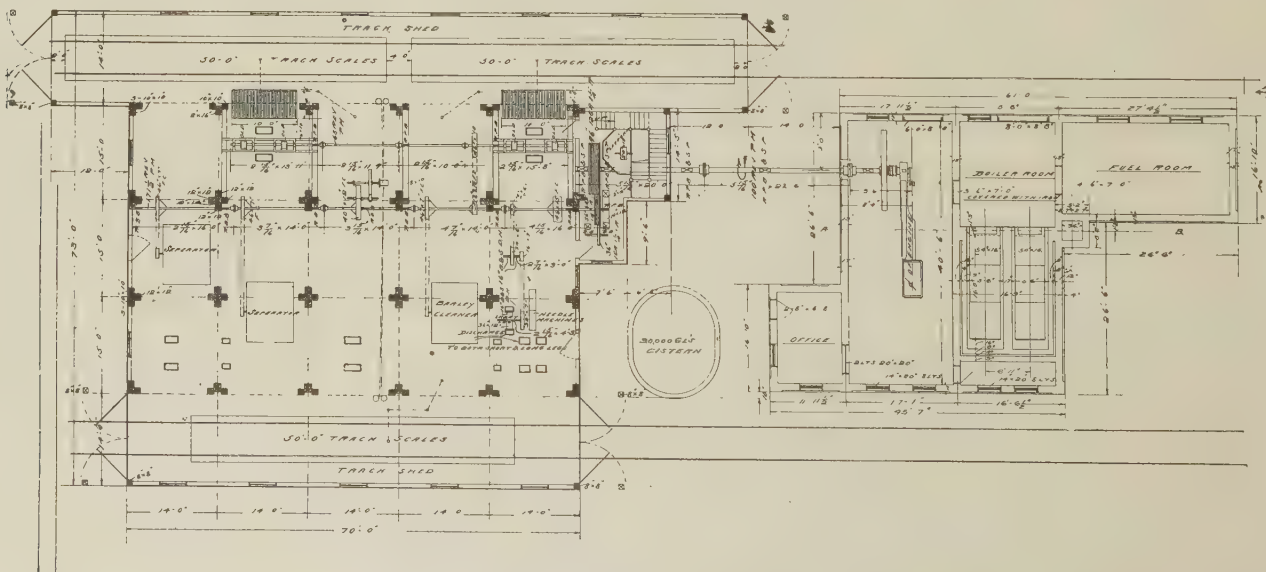
The three 10,000-bu. per hour legs, two on one side and one on the other side of track scale, with recording beams, power shovels, and shipping spouts in front of



Peavey's New Elevator at Kasota, Minn.

point being 18 ft. elevation over working floor. Above the bins is a two-story cupola, the first being the distributing floor, which is provided with five sets of Mayo spouts which reach all bins in the house, providing an excellent distributing sys-

each leg; and six legs each having a capacity of from 2,000 to 6,000 bus. per hour for use in connection with the cleaning the house, are arranged to receive or ship, with a Fairbanks, 50-ft. 100-ton railway machinery.



Plan of Ground Floor Peavey's Elevator at Kasota, Minn.

At present the elevator is equipped with two Monitor No. 9 Separators; one Barnard & Leas Barley Cleaner; three double Invincible Needle Machines, and one special mustard cleaner. More machinery will be added as desired.

Power is transmitted by rope drive at all points except the machinery, on which leather belting is used.

The building is fitted with H. L. Day's Dust Collecting System thruout.

Humphrey Man Elevator, call and signal system, journal alarms, watchman's service and all modern appliances have been installed.

The power house is an entirely fireproof structure, with brick walls, concrete floors, steel and tile roof, 34x43 feet, with fuel room 27x17; office and sample room 12x17 each; and is equipped with a 250-h. p. corliss engine, built by the Allis-Chalmers Co.; two 125-h. p. tubular boilers, feed pump and an independent automatic engine and electric generator with complete switchboards, to supply light for the buildings.

The fire protection system consists of Snyder-Hughes Duplex Fire Pump, having a capacity of 1,000 gallons per minute, together with a complete system of stand pipes, hose and reels thruout the building. The water supply is obtained from a 6-inch flowing well with a 30,000-gal. reservoir for additional supply in case of fire.

A few feet south of power plant is located a machine shop, fitted up to do all kinds of repair work; also for storage of supplies for the elevator and the country elevators, making this a distributing center.

Work has just commenced on three dwellings for the superintendent, engineer and foreman, each to cost \$2,000, and are located a short distance from the plant.

The owners feel that in this plant they have their most modern, economical and

rapid handling, transfer and cleaning house. It is still contemplated to build a series of fireproof tanks, sufficient to furnish all necessary storage.

Grain Dealers' Meetings.

Texas Grain Dealers' Asso. will hold its annual meeting in Houston, May 21 and 22.

Ohio Grain Dealers' Asso. will hold its annual outing at Put-in-Bay June 2-5.

Illinois Grain Dealers' Asso. will hold its annual meeting at Decatur June 3-4.

Indiana Grain Dealers' Asso. will hold its mid-summer meeting at Indianapolis June 10-11.

Nebraska Grain Dealers' Asso. will hold its annual meeting at Lincoln in June.

Wisconsin Grain Shippers' Asso. will meet in Milwaukee in July.

Southern Minnesota and South Dakota Grain Dealers' Asso. will hold its annual meeting in Minneapolis July 15-16.

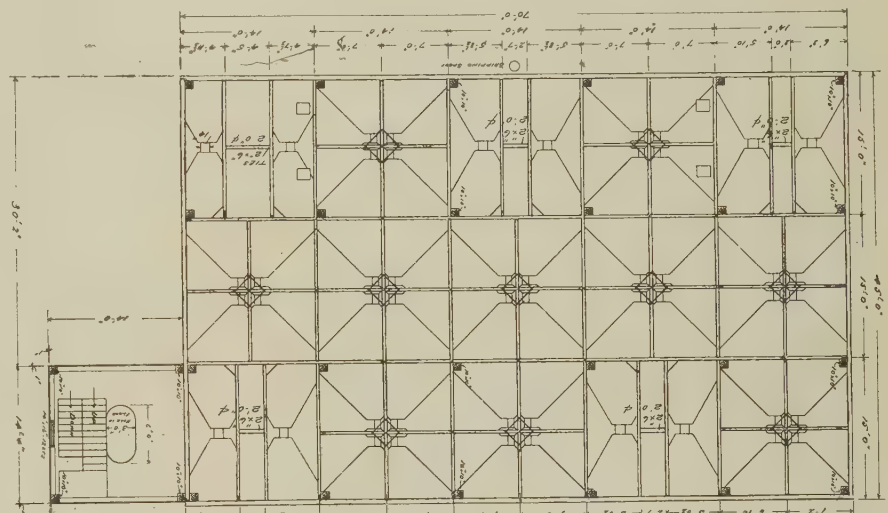
Grain Dealers' Nat'l Asso. will hold its annual meeting in October. Place not yet selected but it seems probable that it will be in St. Louis or Milwaukee.

Farmers should raise less hell and more wheat.

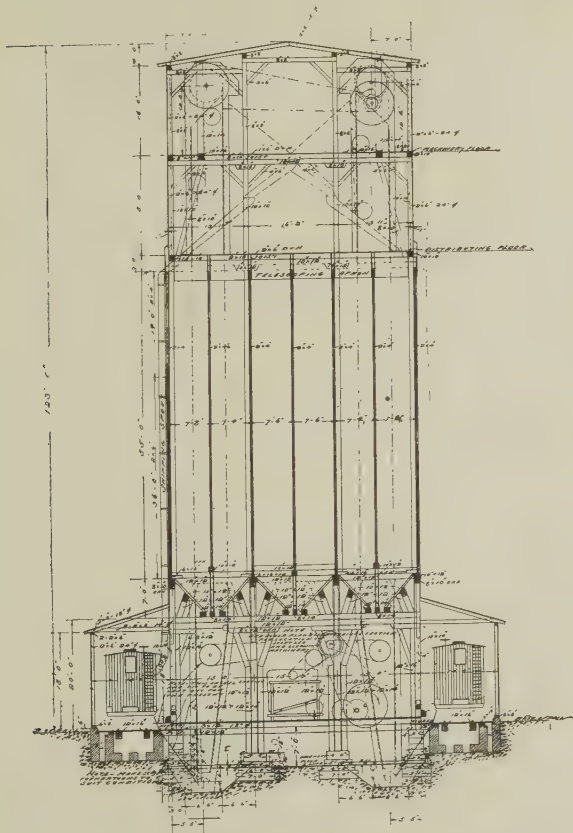
An acre of corn is said to equal in heat value two tons of coal.

Germany's rye crop is 12 times that of the United States.

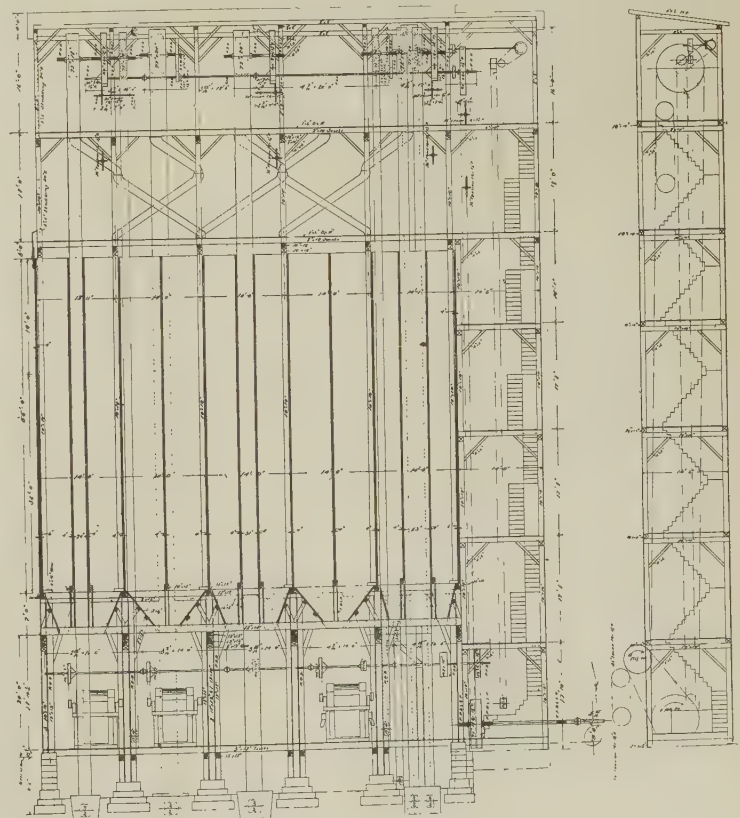
An elevator head that discharges properly never goes on strike.



Bin Plan of Peavey Elevator.



End Section.—Peavey Elevator at Kasota, Minn.—Longitudinal Section.



Wisconsin Grain Shippers

MEET AND ORGANIZE

A meeting was held in Milwaukee Apr. 29 in the Club Room of the Plankinton House to organize the Wisconsin Grain Shippers Asso. The meeting was called to order at 1:30 p. m., by Charles S. Clark, of Chicago, who stated the purpose of the meeting.

S. N. Knudson, Mondovi: I move that Mr. Clark be made chairman of this convention. The motion was seconded and carried.

Mr. Clark read extracts from letters from a number of dealers, all of which showed unusual interest and insured the needed support. We quote the following:

R. L. Porter, Mukwonago: I will be with you the 29th. Let me know where you meet.

Waterford Mfg. Co., Waterford: Our firm will be represented at Milwaukee on the 29th by A. S. Titus, our manager.

S. N. Knudson, Mondovi: I shall make an effort to be present. Thanking you for the interest you are taking to forward the cause.

Hanson Bros., Hammond: We think it will be a very nice thing. Would like to attend very much, but don't know if we can get away.

F. Maegerlein & Son, Sauk City: John Maegerlein, Jr., member of the firm, will attend grain dealers meeting at Milwaukee on the 29th.

Laun Bros., Elkhart Lake: Our Mr. L. Laun will be present. Hope that this meeting will be beneficial to the grain dealers of our state.

G. J. Biddick & Son, Livingston: We think a move in this direction is just what is needed. One of our firm will be in Milwaukee if we can get away.

Smith & Corning, Kilbourn: The organization of grain dealers of Wisconsin we believe will be a good thing. H. D. Corning will be with you on the 29th.

O. D. Halsted, Oconto Falls: If you call a meeting at Milwaukee on the 29th will try to attend, and hope we can come to some understanding for our mutual benefit.

J. J. Donahue, Manager Northern Grain Co., Winona, Minn.: We sincerely trust that your efforts will be productive of good results. The writer will endeavor to be present.

Lakeside Elevator Co., Eau Claire: Although we should be very much pleased to attend such a meeting it will be impossible for us to send a representative. Trusting this movement will meet with success we remain.

Waukesha Grain and Produce Co., Waukesha: We are pleased to know that you are going to call a meeting and will be glad to attend. Our firm will be represented by Manager F. J. Smart.

John Hollenbach, Dorchester: I will be represented by Mr. A. Brettschneider at the meeting called for April 29, '03, at Milwaukee. This is the coming country for grain raising of the future.

H. C. Maxon, Humbird: I think there ought to be something done in this neck of the woods to bring about harmony with grain dealers. If you call a meeting at Milwaukee will try and come.

Watertown Grain Co., Watertown: We consider an organization of the grain dealers of Wisconsin a good move, and will be pleased to assist you. Our Mr. Wertheimer will represent our firm.

A. E. Thomas, Cobb: Would like very much to attend the grain dealers meeting held in Milwaukee April 29, but cannot get away. However, expect to get part of the proceedings thru your Journal.

Wm. Hughes, Pardeeville: I will try and attend, in person, the meeting of grain dealers which will be held in Milwaukee. Think such a meeting might result in good to all persons interested in the grain business.

David G. Jones, Randolph: The Wisconsin dealers have tried several times to form an organization, but they were short lived and fell thru. I am in favor of the

move and if any one attends from here it will be the writer.

J. H. Morrill, Hustler: As every class of business seems to find it profitable to organize in some form, it may be necessary for grain dealers to do the same. I do not know whether I can be present at your proposed meeting, but possibly I can.

P. B. & E. G. Barlow, Darlington: I should be pleased to represent our firm on the 29th in your meeting. This will be impossible on account of our rush with business at that particular date. We wish the organization success and it receives our hearty support.

The Dodge Lumber Co., Monroe: None of our firm will be able to attend the meeting on the 29th. The object of the meeting is a good one. We are now members of two associations and much benefit has come from them. Hoping you will have a successful meeting, we remain.

Tanberg-Siebers Co., Spring Valley: We are sorry that we cannot send a representative to this meeting, but it is impossible at this time to send one. We are in hearty accord with the movement and wish it all success, and hope that we may be able to attend any future meetings that may occur.

R. A. Ritchie, Manager Northern Grain Co., Manitowoc: The movement is one which should enlist the hearty support of all grain buyers in the state, and we assure you we will do all in our power to help along an organization of this kind. Will endeavor to have one of our representatives present.

Kewaunee Grain Co., Kewaunee: If there is to be anything done that will be of benefit to the smaller dealers of the state, you can figure on our Mr. G. A. Duvall attending the convention, but we first want to know the class of work that this convention proposes doing. Any information will be appreciated.

H. H. Moe, Woodford: I should very much like to attend the grain dealers' convention, but it comes at a time when I shall be very busy and I am not sure as to my being able to get away. Of course my warehouse is an insignificant concern and don't amount to much, but I am nevertheless interested in your organization.

Wm. Sink, Markesan: I regret very much not being able to meet with you as it is absolutely impossible for me to go to Milwaukee on the 29th on account of other urgent business. Yet at the same time I wish you to count on me as one with you and when you meet again I shall do my best to be with you. Wishing you success.

I. C. Cuvelier, La Crosse: I am hoping that you will have an interesting time and that you will be able to start an organization that will take on a healthy growth from the start. I shall be interested in it and do what I can to further its interests. I expect the Green Bay office will be well represented, as I understand Mr. Gueinzus will be there.

E. L. Barnes, Milton: I am heartily in favor of seeing a movement made which will tend to bring the grain dealers of Wisconsin in closer relationship with each other. I shall try to attend the meeting in Milwaukee if it is possible for me to do so. If I do not attend my interest will be with them and I want to be one of the charter members of the new organization.

A. G. Wells, Pres., The A. G. Wells Co., De Pere: The writer thought at first that he might be able to attend, and certainly should have been pleased to do so, but regrets that on account of conflicting circumstances, will not be able to be present. I believe that an organization along legitimate lines is desirable, and that much good work can be done by a hearty co-operation of the different people that are regularly engaged in the grain trade.

Secy. Geo. A. Wells of the Iowa Grain Dealers' Asso., read the following excellent paper:

LEGITIMATE SCOPE OF GRAIN DEALERS' ASSOCIATIONS.

Grain Dealers' Associations have become quite in evidence in most of the grain pro-

ducing states during the last few years, and they have begun to assume such strength and character as to attract public attention to a greater or less extent.

The public have not as yet become satisfied that organizations of this character are entitled to an existence, and any secret feature of their work naturally arouses suspicion; and, in some instances, public agitation.

It is my purpose to outline a scope of legitimate existence that will allow the Association to stand out squarely and openly before the public, and I shall candidly discourage any features of work that violate the statutes.

Self-preservation is the first law of nature, and is an accorded right. Society is continually taking on new forms, and one of the most important changes in this respect would seem to be, that the individual is losing his identity and the Association is known in his stead. This being true, you will readily appreciate the fact that the individual alone cannot possibly exercise the large influence necessary to cope with contending forces, and thus it is necessary that those individuals whose business interests are identical must organize to protect their individual rights.

You will readily recognize that there are possible contending forces in the grain trade itself; in transportation and in legislation; that it is absolutely necessary for grain dealers to be organized to mutually protect their business rights, and that the individual alone can accomplish nothing.

Unjust laws may be enacted, radical abuses and bad methods allowed to prevail in terminal markets and transportation companies may act unjustly unless there be some large organized force to oppose and declare rights.

The original purpose of each Association that has been organized has no doubt been primarily to secure better margins of profit for the grain dealers, and this is the first result that the members naturally expect the Association to accomplish, giving little thought as to the obstacles and difficulties to be encountered.

To begin with, we may as well understand the fact that you positively cannot incorporate into your Constitution and By-Laws any provision for the arbitrary control of prices without violating law, and you will naturally inquire how the Association may legitimately accomplish anything in that direction.

My experience as a Secretary is that harmonious conditions may be established by indirect means, and through the influence of Association work in a general way along broad lines that will give grain dealers who possess reasonable tact and good business sense an opportunity to maintain reasonable margins without, in my opinion, violating law.

It is said to be impossible, however, to make a silk purse out of a sow's ear, and I have found that it is rather difficult to make a sensible grain dealer out of a fool or a jackass.

Grain dealers seem to be subject to a peculiar kind of insanity, and I am sure that if any single individual would do some different equally foolish act that would antagonize somebody, he would certainly be committed to a mad house; but, either fortunately or unfortunately, the grain dealer's insanity that prompts him to conduct his business continually without profit does not antagonize but rather pleases others, consequently he is allowed to have his freedom.

This grain dealer's insanity takes the form of hogishness and obstinacy, and I have no doubt but what there are grain dealers in Wisconsin to-day with bristles actually growing on their backs—so obstinate that they will not even recognize a competitor on the street. The idea seems to be prevalent with the public to some extent, that this is the kind of competition contemplated by the laws which provide that there shall be no restraint of trade, etc. I do not believe that the law contemplates the idea that one man shall hate another even though they are both competitors in the grain business.

I understand the morals of the law to be founded on the Scriptures, and I believe the Bible says, "Love thy neighbor as thyself." It does not, to my knowledge, state that grain dealers shall be excepted.

Competing grain dealers at a local station live in a world of their own making to a great extent. The public with whom they deal become accustomed to their conduct whatever it may be. If they are continually fighting and are personal enemies, the public expect that condition to exist. One strong point, proving that such fighting grain dealers are insane, is that the public cannot possibly be convinced that grain

dealers with common sense would be so foolish as to conduct their business without having a reasonable profit. On the other hand, if grain dealers who are friendly and fair with each other and the public possess reasonable tact and business sense, the public will never question their friendship. It is my observation that the farmers and the public are better contented with such conditions, provided reasonable prices are paid, based on the daily market values.

In forming the organization of a grain dealers' association, I would suggest that you set forth clearly in your preamble the purposes of the organization, and that you organize for the purpose of conducting Association work along broad lines and with legitimate objects and purposes, viz.:

- (1) The establishment of uniform and lawful rules to be observed by the members.
- (2) The promotion of friendly relations among the grain dealers of the state.
- (3) The protection of its members from unfair treatment by the trade, the transportation companies and the public.

ence will likewise grow, and to exercise that influence discreetly and for the greatest good should be his careful study.

The Association should guard against the dictation or dominating influence of any particular interest or faction, and its officers should always act impartially and equitably, holding themselves above all factional interest.

Having perfected an organization and appointed a Secretary, his first work will be to secure membership, which he may solicit by letter to begin with, until he has obtained a membership large enough to give sufficient revenue to begin local work.

Local meetings of grain dealers should be held at such points as will be convenient to secure a full attendance of all dealers in that vicinity, and the Secretary just previous to each meeting, should personally canvass the territory by calling on the dealers and getting thoroughly acquainted with them and the local conditions, so that he may be able intelligently to conduct his meeting, the principal feature of the work being to get the dealers to meet each other and become acquainted.

business to those dealers whom you recognize.

The lines should be drawn with due regard to general conditions, but as closely as possible to the idea that a dealer must operate proper facilities for handling grain, located adjacent to a railroad track, keeping an open market at all times for the benefit of the farmers and the public.

You will find certain bidders and receivers who will be strictly loyal to your list, if it is a consistent list, but there will be others who will be indifferently loyal, and possibly some who will ignore it so long as they feel that they can do so without injury to themselves.

The Secretary should always be slow to take any arbitrary action and never allow himself to be controlled by a feeling of antagonism or revenge toward those bidders and receivers who do not promptly co-operate with the Association, but simply act within his legal rights, after exhausting all legitimate resources of persuasion. He should have a thorough knowledge of what are legal rights in conducting this feature of the work.



Thos. Torrison, President.



G. C. Julius Spoerri, Secy.-Treas.

(4) The improvement of methods and correction of abuses in terminal markets.

(5) The arbitration of differences as between buyers and sellers.

(6) The dissemination among its members of general information on different matters pertaining to the grain trade.

(7) The general use of its influence to promote reforms for the public good.

The objects and purposes outlined above give ample opportunity and a broad and legitimate field of work for a grain dealers' association that may result in great good, not only to the grain trade but also to the public; and such an association as an organization may thereby maintain a legitimate standing before the public at all times.

The first work of the Association will be, to find a Secretary. Don't make the mistake of thinking some fellow can do the work "on the side," and thus save you some expense. Get a good man who will give his whole time and all his thoughts to the work. In a certain sense it is a one man job and the Secretary must stand or fall alone.

The President and Governing Board may assist in outlining the policy of the work, but the Secretary must ingeniously act on his own responsibility, so far as details go, and it is all up to him whether results are obtained or not.

The Secretary will deal in human nature and influences, not in grain, and as the Association grows in membership its influ-

They will naturally discuss their troubles, and the result of this acquaintance will go a long way toward improving conditions.

The Secretary in conducting a meeting should act in such a manner as his judgment may dictate, to exercise all the influences he can find to overcome the troubles that exist in that locality.

He must invent his own methods and ideas in this work to meet the emergency of each case.

Every effort possible should be exercised to make the local meeting a success, and you can readily understand that the Secretary who has an acquaintance with the local conditions and with the individual dealers may organize influences in the meeting that will secure results.

The Secretary must have the assistance of the dealers who will lend their influence. He may not personally have any influence whatever in certain matters. I am not in favor of the Secretary visiting each station and doing personal work, except to inform himself. I have found it too slow a method and on the whole unsuccessful, except in special cases.

You should outline as closely as possible as to what the qualifications of a dealer should be to be recognized or accepted as a member; and the list of such dealers should be placed in the hands of all bidders and receivers doing business in the state, and use all the legitimate influence possible to induce them to confine their

The Secretary has, in my opinion, a legal right to advise bidders and receivers that, as an Association, you would not recognize certain shippers, and should always give the reason.

He also has a legal right to undertake to induce the bidders and receivers by argument and reasonable persuasion to refuse to do business with any shipper that is not recognized.

If they insist on doing such business he has a perfect right to advise the members of the facts, and may even go so far as to form an agreement among the members of the Association not to do business with such bidders and receivers. In this manner it is possible to discourage the business of shippers whose facilities are not sufficient to give them a standing, or whose conduct is uncommercial. And thus it is possible, to some extent, to protect those dealers who invest money in country elevators and who maintain an open market at all times of the year for the benefit of the farmers and the public.

In regard to legal decisions along this line, I have been referred by the attorney of the Iowa Grain Dealers' Association to the following cases, viz.: Cate vs. Murphy et al reported in Vol. 159 Pa. State reports, page 40.

Payne vs. Western Atlantic R. R. Co., American reporter No. 49, page 666.

Bohn Mfg. Co. vs. Hollis, decided July 20, 1893, and reported in 55 Northwestern Reporter 1,119.

In the latter case the court is quoted as follows:

"Associations may be entered into, the object of which is to adopt measures that may tend to diminish the gains and profits of another, and yet, so far from being unlawful, they may be highly meritorious."

Again the court says in some cases, "What one man may lawfully do singly, two or more may lawfully agree to do jointly." These expressions of the court give a brief idea of the principle in law upon which he based his decision.

There are in existence to-day at terminal markets bad methods and abuses that will probably never be corrected unless the Grain Dealers' Associations use their influence to that end. The commission house gets its commission regardless of these bad methods and abuses, while the country shippers, many of whom are unacquainted with the "ways that are dark," pay the freight. The certificates of weight and inspection clear the commission merchant of much responsibility and he naturally becomes indifferent.

Mr. Ballard, formerly chairman of the St. Louis Weighing Committee, now president of the Merchant's Exchange, St. Louis, expressed himself to me on this point and said plainly that the strong influence for reforms in terminal methods must come from the shippers.

The secretaries of state associations should secure evidence from the members, make their complaints and present them to the officers of the Exchange in a proper manner. I have always received very courteous treatment from them in such matters.

One of the most important features of Association work is arbitration, not because of the number of cases that may be decided but because of the principle of fairness that it involves and the discipline effected in connection with the Association.

There is a large amount of valuable information to be gathered from the members and other sources that may be disseminated to them in tabulated form, such as crop conditions, stocks of grain on hand, and numerous ideas that will occur to the Secretary if he is diligent and energetic to make his work valuable to the members.

One of the most important needs for an Association is to give attention to legislation. There may be bills presented to the legislature that may seem just and right to the lawmakers, while in actual practice may work a hardship on the grain trade, and a Secretary who is competent in this work may crystallize influence to affect legislation that would be valuable. It is my opinion that we will see much greater need for organized influence with legislation in the future than in the past.

There is a field of important work for grain dealers' associations in the promotion of reforms for the public good. Much assistance may be given to the State Agricultural College in creating an interest among farmers to improve their seed and crops, and there are numerous subjects that may be taken up by the Associations if the Secretary be ingenious and ambitious to make a showing along that line.

As I have already suggested, society is becoming more an organization of associations than of individuals, and each association will be held responsible for its place in society and more or less will be expected of them in acts that are for the public good.

In conclusion I hope that the grain dealers of Wisconsin will organize to do a legitimate work and stand out openly, squarely and firmly before the public.

Secy. S. B. Sampson of the Indiana Grain Dealers' Asso., read a paper on Maintaining Friendly and Harmonious Relations, which merits careful perusal.

MAINTAINING HARMONIOUS RELATIONS

Mr. President and Gentlemen:
I have been asked by Mr. Clark of the Grain Dealers' Journal to talk to you on the maintenance of friendly and harmonious relations among grain dealers. Mr. Clark is far better fitted to discuss this subject than I. For years he has been the best friend to the largest number of grain men to my knowledge. Thru his journal he has not only advocated friendly relations, but he has put his ideas into practical use by untiring and persistent efforts to perfect grain dealers' associations.

It is for this purpose that he is here today. We, who are familiar with the work of these organizations, are here by his invitation and ready to lend any assistance within our power to perfect an organization that will assist you to better your conditions.

If you will only resolve to start a new

policy with your competitor, and that along the lines of some of your brother dealers in the trade, who have an organization, you will then be in position to take up the association work presented here today for your acceptance or rejection.

In the first place there are many matters of mutual interest to you, which can only be made advantageous by organization. Secondly, without organization you have not the opportunities to discuss and put into practical use these matters.

Friendly and harmonious relations cannot be established without first correcting the impressions that have, and possibly now, exist. You do not feel friendly toward your competitor who encroaches upon your territory, and by unfriendly, and, I regret to say, sometimes unbusinesslike methods, endeavors to draw therefrom the grain that should come to you. The natural disposition of the American citizen, and especially the grain buyer, is to retaliate, or in the common expression among grain men, "get back at him." This at once precipitates a fight, which, if not soon harmonized, grows worse and worse, spreading into unlimited bounds. A fight is always unpleasant to say the least, and frequently disastrous to the parties involved. You may say, that is now our condition, but you can't do anything with Brown, and Smith or Jones.

If Brown, Smith or Jones were asked about it they would possibly say, we would like to get this thing fixed, but it is the other fellow, you can't do a thing with him.

Through an association much more can be accomplished than you now have any idea can be. Men have been in the grain business in the same towns in Indiana for years, and yet when they saw each other coming down the street, one or the other would cross to the other side to avoid a meeting. We completed our organization, succeeded in interesting both of them, convinced them both that the other party had good points, was not as bad as he was painted, had no horns, and in fact was an honorable, straightforward man. What was the result? In a short time both were the best of friends, eager to do the other a favor and work for the other's interest, knowing that that interest was mutual and that both would be benefited.

Fights of long standing have been adjusted and harmonized, by bringing the dealers together, starting an acquaintance that passed into friendship, and then into confidence in each other.

All grain dealers are working for the same thing. I believe the following story, although an old one, will illustrate what I mean. Some time ago a good deacon in a prominent church met three of his young friends, who had been negligent in their attendance at Sabbath-School. He asked them if they wouldn't come the next Sabbath, and after some persuasion upon his part, all promised. Thinking to make his talk with them an object-lesson, he drew from his pocket a large red apple, saying:

"Now, boys, the one who gives the best reason why he should come to Sabbath-School next Sunday, will get this apple."

The first boy thought awhile, then said, "I think I should go because my parents want me to."

"Very good," said the deacon, and turning to the next boy, asked, "Johnny, why should you go?"

Johnny promptly said, "Because I guess it's right to go."

"Excellent," said the deacon. Upon turning to the third boy, he was surprised to hear him say, "Please, sir, because I want the apple."

The grain dealers all want the apple. Now it is much pleasanter and a great deal easier to get the apple, through friendly and harmonious relations.

Some two years ago, a large number of dealers in a certain part of our state were fighting and unfriendly. They organized a local association. The first annual meeting of this local association was attended by one or more representatives from every elevator in the district. They brought their wives, sisters and sweethearts, and after the business was transacted, all partook (about 85 in number), of a sumptuous banquet. The most friendly feeling prevailed and all went home thoroughly convinced that friendship, harmony and confidence were the keys to success in the grain business.

Only last October we succeeded in completing another local branch of our association. Prior to that time a general state of dissatisfaction, and antagonism prevailed. Elevator property was actually a drug on the market at less than cost of construction. In less than three months perfect harmony, friendship and confidence

prevailed. The dealers were meeting in the county seat every other Monday night regularly. Those living at that point provided, free of expense, a banquet each meeting night. This has now been kept up regularly since the middle of last December. Just think of it, all this accomplished in less than three months. You can do likewise if you only set about to do it.

I might go on at great length reciting incidents of what harmony and friendship have accomplished, but I don't want to take up your limited time, as there is something more to be done here today. An organization is to be completed, and I sincerely hope it will be unequalled for its success. Every dealer in your state should put his shoulder to the wheel and push this work along. You will be surprised at the results.

Gentlemen, I wish you success.

J. A. Mander, Milwaukee: I move that we organize the Wisconsin Grain Shippers' Asso.

S. N. Knudson, Mondovi, seconded the motion.

J. Lytle, Jefferson Jctn.: In regard to that resolution I would like to say that, with the possible exception of two or three large grain firms the grain interests of the state are not at all represented by the letters which have been read. The great body of grain shippers of this state are not represented by this body, and I doubt that it would be proper to organize at this meeting. I remember our first attempt to organize. It must have been twelve or fifteen years ago. We had a constitution and by-laws and had a paid secretary who gave his entire time to the work. He is now inspector at Milwaukee. It did some good of course, but did not succeed as had been expected.

N. Saemann, Adell: I did not come prepared to make a speech, in fact, did not know there was a meeting here until I was down here. I have been secretary of this asso. which has been spoken of, for two years and do not know that I know any more about associations than when I started. In organizing a grain dealers' association you have to leave out coal dealers, feed dealers and other dealers. I think that our association has been of more or less benefit to all of us on the northern division of the St. Paul road.

F. E. Hill, Dousman: I think nearly all the dealers in this part of the state have an interest in feed as well as in grain. In our locality, we do as much business in feed as we do in grain. If the two do not work together, I do not see how we will get more than half the benefit.

J. C. Niell, Waunakee: In our locality there is about the same amount of grain handled as feed, and if we are protected only in one thing we would receive only half the benefit. If our association covered these two lines it would, I think, be very efficient. I think it would be well to work along a while and try to get to the bottom of the matter. I think it would probably be better to organize in July or August.

Mr. Wells: You do not need to incorporate all the details into the constitution and by-laws. The results you will get will depend largely on your secretary. If you are suffering in the feed trade, there is no doubt but what your secretary can do you good. You do not need to incorporate that in your constitution or make that a question as to whether or not you will organize.

P. J. Egerer, Chilton: While in my opinion it would be a good thing for us to organize in this state, I think there are a few reasons why we should not organize today.

J. Lytle: I wish to amend the motion which has been made, and move that we

defer organization until sometime in the month of July and that the gentlemen present, each of them, assess themselves a certain amount, to be agreed upon, for the purpose of securing some competent man to canvass the state thoroly for membership of the proposed organization, and that when the meeting is held in July, which will probably be attended by all those agreed to become members, we can determine whether or not we care to form an organization.

P. J. Egerer: I second the motion made by Mr. Lytle.

J. Maegerlein, Sauk City: I do not see why if the association benefits one branch of the business it should not benefit the other.

W. B. Gueinzus, Green Bay: I think if an organization is completed in the grain line the feed business can be taken care of very easily. I think every grain man in the state would like to see an organization such as Mr. Wells speaks about, or such as they have down in Indiana. The grain interests of this state should be only too glad to come in line with other states. We have a great many questions arise in Wisconsin perhaps different from those in interior states, on account of our lake and malsters, but they can be overcome by organization. Now it is a question as to whether or not we should make a permanent organization here today, but I would dislike very much to see this gathering break up and go home without completing anything. It has been done a great many times before. I have attended a great many meetings and have seen quite a number of gentlemen I do not see here today.

Mr. Sampson: There are two or three things which impress me. The first is that you seem a little uncertain of your ground. When we completed our state organization we had twenty-six members and \$120 in money and we went to work with the expectation that we were going to make a success of that organization. There were two or three local organizations in the state the same as the one Mr. Seamann represents. We went to those associations and got the boards of managers together, and asked them to consolidate with our state association and they did so and in that way gave us more strength than we started out with.

The seed business and other matters will take care of themselves. All you have to do is to get a start. If you get some man to canvass the state, he can do twice as much good if you have an organization. He can tell them you have an organization now and can do them some good. If he simply says you are going to attempt to organize, he will be told "Well, that has been attempted before. You were down there the 29th of April and didn't do anything." The experience of the different associations has been, that they had to start out with a small membership and with dark prospects ahead of them which gradually unfold as the work progresses.

A. K. Taylor, Milwaukee: I feel that if we do not organize today we never will.

S. N. Knudson: I feel that we can proceed, and then meet in July. Why not organize today? If we don't it will be as Mr. Sampson says, we will discourage people and we will discourage ourselves. We came here for the purpose of organizing, and I think we ought to proceed.

G. A. Martin, Dousman: I feel as Mr. Knudson. Some people here have

come a good ways and possibly would not come again. If we could get some ground to work on, it would be more profitable for the man who canvasses the state.

J. A. Mander, Milwaukee: As I understand you sent a notice to every grain dealer in Wisconsin, and all had a chance to come here today. Those that showed up here today would indicate that the workers did come and as long as the workers are here they would be the people to organize and get the other fellows into it. Now as to the organization started three years ago in the eastern part of the state. The state was canvassed and a notice sent out. The dealers in the northern division and the other side of Madison did not show up. The same thing exists today. If you call a meeting in July I do not think you will get more to attend. If we organize and send a man out, we can get more to attend than if we simply call them down in July to get them to organize.

C. C. J. Spoerri: It does seem as though there is a great lack of confidence here today. There is an old-time saying that procrastination is the thief of time, and we might add that indecision is its forerunner. We overlook the fact that probably the greatest organizations were begun by a few. I am a firm believer that the present is the best time to organize. We must take a stand sometime, and I believe enough elevators are represented here today to secure this organization.

A vote was taken on the amendment to the motion and resulted in the amendment being lost.

Mr. Clark: We will now vote on the original motion.

The motion was carried and the convention proceeded to the organization of the Wisconsin Grain Shippers' Asso.

The Constitution and By-Laws drafted for the association were read and J. J. Donahue moved their adoption. The motion was seconded by Mr. Knudson and carried. They are as follows:

PREAMBLE.

We, the undersigned grain dealers of Wisconsin, being regularly engaged in the buying and shipping of grain, and recognizing the necessity of co-operating for the advancement of our common interests, do hereby associate ourselves together in an organization, the object of which shall be,

The establishment of uniform and lawful rules to be observed by members;

The promotion of friendly relations among the grain dealers of the state;

The protection of its members from unfair treatment by the trade, the transportation companies and the public;

The improvement of methods, and the correction of abuses in terminal markets;

The arbitration of differences between shippers and receivers;

The dissemination among members of general information on different subjects pertaining to the grain trade; and,

The general use of its influence to promote reforms for the good of the trade, the grower and the consumer.

For the furtherance of this object we hereby create and establish this Constitution.

CONSTITUTION.

ARTICLE I.—NAME.

Section 1.—The name of this organization shall be the Wisconsin Grain Shippers' Association.

ARTICLE II.—MEMBERSHIP.

Section 1.—The membership of this Association shall be confined to the grain shippers of Wisconsin, who are eligible to membership.

Sec. 2.—Any person, firm or corporation operating a grain elevator, or grain warehouse, and engaging in the buying and selling of grain continuously, may become a member of this Association; also any person, firm or corporation who has engaged in the buying and selling of grain

continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two members, operating grain elevators or warehouses at the same or nearby stations, be admitted to membership.

Sec. 3.—No person, firm or corporation shall be admitted to membership in this Association unless he or it shall receive a three-fourths vote of the whole Board of Managers, or a majority vote of the members.

Sec. 4.—Any person, firm or corporation by virtue of being elected to membership in this Association, will become an affiliated member of the Grain Dealers' National Association, and will be entitled to all the rights, privileges and protection of membership in that Association.

ARTICLE III.—OFFICERS.

Section 1.—The officers of this Association shall be a President, a Vice-President, a Secretary-Treasurer and a Board of Managers composed of the President and four members.

Sec. 2.—The election of officers shall be held at each annual meeting, and they shall hold office for the term of one year, or until their successors have been duly elected and have qualified. The election of the President, Vice-President and members of the Board of Managers shall be by the majority vote of members in good standing. The election of a Secretary-Treasurer shall be by vote of the Board of Managers.

Sec. 3.—In case of the office of President or Vice-President become vacant a successor shall be selected by the Board of Managers to serve until the next regular election.

Sec. 4.—When a vacancy occurs in the Board of Managers a new representative shall be appointed by the President to serve out the unexpired term.

ARTICLE IV.—DUTIES OF OFFICERS.

Section 1.—It shall be the duty of the President to preside at all meetings of the Association, and of the Board of Managers, and to have a general supervision of the work of the Association. He shall sign all orders for the payment of money.

Sec. 2.—In the absence of the President, the Vice-President shall preside at the meeting, and in the absence of both the members shall select some one to preside.

Sec. 3.—It shall be the duty of the Secretary-Treasurer to record and preserve the minutes of all meetings of the Association and the Board of Managers. He shall conduct all correspondence and issue all notices of meetings. He shall make a full report of the work of the Association at each annual meeting; keep members informed of what is being done between meetings; and perform any other duties required of him by the Board of Managers. He shall collect all membership fees and dues due the Association. He shall pay bills against the Association only upon orders signed by the President. He shall report the condition of the finances at each annual meeting of the Association.

Sec. 4.—It shall be the duty of the Board of Managers to look after the interests of the Association between meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before it, work for their adjustment, and audit the books of the Secretary-Treasurer once a year.

Sec. 5.—A majority vote of the whole number of the Board of Managers present at a meeting or of a vote by mail to the Secretary, shall be valid action of the Board.

ARTICLE V.—COMMITTEES.

Section 1.—The President shall appoint a Board of Arbitration consisting of three members, whose duty it shall be to arbitrate all trade difference between members, or between a member and a non-member.

Sec. 2.—The Board of Arbitration shall make fair and equitable rules to govern all cases coming before it. All Arbitration Rules shall be submitted to members by mail or at an annual meeting for their acceptance or rejection.

Sec. 3.—A member not satisfied with the decision of the Board may appeal his case to the Arbitration Committee of the Grain Dealers' National Association.

ARTICLE VI.—AMENDMENTS.

Section 1.—This constitution may be altered or amended by a majority vote of the members present at any regular meeting of the association.

BY-LAWS.

ARTICLE I.—MEETINGS.

Section 1.—The annual meeting and special meetings of this Association shall be

held at a time and place decided upon by the Board of Managers.

Sec. 2.—A quorum shall consist of twenty-five members in good standing.

Sec. 3.—The Board of Managers shall meet at such times and places as they may decide. The President may call special meetings whenever he deems it necessary.

ARTICLE II.—EXPENSES OF OFFICERS.

Section 1.—This Association shall pay the traveling and hotel expenses of the President, Vice-President, Secretary-Treasurer and the members of the Board of Managers to all meetings of the Association and of the Board of Managers. It shall also pay the traveling and hotel expenses of its representative on the Board of Directors of the Grain Dealers' National Association to meetings.

Sec. 2.—The Association shall pay all proper expenses of maintaining an office for Secretary, and all traveling expenses incurred by him in his regular work for the Association.

ARTICLE III.—SALARY AND BOND.

Section 1.—The salary and bond of the Secretary-Treasurer shall be fixed by the Board of Managers.

ARTICLE IV.—FEES AND DUES.

Section 1.—Each application for membership shall be accompanied by a membership fee of \$5 and shall be made to the Secretary-Treasurer, who shall submit same to Board of Managers, or to each member of the Board by mail. Applicants receiving three-fourths of the votes of the Board of Managers shall be admitted to membership. If the applicant is not elected to membership his fee shall be returned to him. One dollar of the amount received as membership fee shall be paid to the Treasurer of the Grain Dealers' National Association and thereby secure admission to same member to that Association as an affiliated member. The Association shall pay one dollar per year as annual dues for each member in the Grain Dealers' National Association.

Sec. 2.—The dues shall be assessed by the Governing Board, but shall not exceed one dollar per month for each elevator.

Sec. 3.—Each member shall file a list with the Secretary showing the full number of stations operated by him or them in the State, such list to be the basis of the monthly assessment against such member.

Sec. 4.—The dues shall be due and collectible in advance, at the beginning of each quarter (January 1st, April 1st, July 1st, October 1st) of each year. A statement shall be rendered at such time and remittances must be made within thirty days.

Sec. 5.—If a member fail to pay dues or assessments within thirty days of the date of the notice, the Secretary shall make a sight draft on him. If payment is refused, member may be suspended by the Governing Board or Association. No member in arrears shall be entitled to vote at any meeting of this Association.

Sec. 6.—Any suspended member may be reinstated by the unanimous consent of the Governing Board, or on appeal to the Association by a majority vote and payment of all arrears.

ARTICLE V.—COMPLAINTS.

Section 1.—All complaints or grievances shall be made to the Secretary of this Association.

Sec. 2.—Appeals from action of the Board of Managers may be made to the Association.

ARTICLE VI.—DUTIES OF MEMBERS.

Section 1.—It shall be the duty of each member of this Association to aid in protecting the interests of the members of this Association and to assist in advancing the common interest of all, in every way possible.

ARTICLE VII.—WITHDRAWALS.

Section 1.—Any member desiring to withdraw from the Association must pay all dues, assessments or fines against him, and give the Secretary thirty days' notice of his intention to withdraw.

ARTICLE VIII.—AMENDMENTS.

Section 1.—These By-Laws may be altered or amended by the majority of the members at any meeting.

J. Lytle: I move that the officers of this association selected at this meeting serve only until the annual meeting to be held in July.

The motion was seconded and carried.

J. A. Mander: I move that the Chair appoint a Committee on Nominations.

Mr. Donahue seconded the motion, which was carried.

The Chair appointed the following Com-

mittee: L. Laun, A. K. Taylor, J. C. Niell, R. A. Ritchie and J. A. Mander.

After a short recess the Nominating Committee reported as follows: For President, Thos. Torrison, Manitowoc; for Vice President, L. Laun, Elkhart Lake; Board of Managers, M. B. Helmer, Fond du Lac; J. Lytle, Jefferson Jctn.; R. E. York, Portage; A. K. Taylor, Milwaukee.

A motion to accept the report of the Nominating Committee as a whole was seconded and carried.

The Chairman announced that the Board of Managers would meet after adjournment and select a secretary. The Board of Managers met after the adjournment and selected G. C. J. Spoerri, of Chicago, to act as secretary.

J. J. Donahue: I move we adjourn. The motion was seconded and carried.

NOTES.

The Photographers and the Sheet Metal Workers were also in convention assembled.

Samples of barley grades were exhibited by Chief Grain Inspector Bidwill of the Chicago Department.

Make up for your absence by joining and supporting the organization.

Fire Hazards in Country Elevators.

By J. J. Fitzgerald.

Fire insurance has been rightfully termed the hand-maid of commerce, and so long as men find it necessary to seek protection from the fire fiend, it will remain so. It is one thing that lies down close to the heart of every business man who has a dollar at stake; and especially is this true of the grain man. At certain seasons of the year, he is called upon to carry heavy values, and a fire would mean something to him—not only the loss of his elevator and contents, but the handling of the crop as well. Take the season just passed, when cars could not be had for love nor money; his elevator loaded to the last kernel, and it looked as though the sides would give, he began to think of his danger from fire; and often before he closed his eyes in sleep, figured up the amount of his insurance and compared it with his stock. It seems then that if he must call the "hand-maid of commerce" to his assistance, it is his duty to see that she is well treated, and not called upon to take risks that can be avoided.

The subject is one upon which a volume might well be written, but a few of the general hazards only will be taken up in hopes that at least a small part of the annual tribute to the fire demon may be cut off.

A hazard found in an elevator that does not exist in other classes of property is, that of machinery getting out of alignment, due to settling, as well as the frequent filling and emptying of the building. In the days of wood pulleys, this hazard was considered a great one, and to-day, insurance companies that have made a study of the matter will not insure an elevator where wood pulleys are used in the head or boot. Even where wood pulleys are used outside, care should be taken that they do not come in contact with woodwork. The majority of elevators are so constructed that the texas or cupola rests on the bins, while the legs stand on their own foundation. It is obvious then that any settling of the building, especially if it is uneven, will displace the pulley shaft, as its supports are a part of the building, while allowing the legs to remain stationary. The first

operation of the machinery will cause a friction between the pulley and the head, and often fire results. Fire has also been known to originate from the friction between the pulley and the belt where a choke-up occurred. In such a case, the belt will stop, while the pulley continues in motion, and if not discovered in time, and the machinery shut down, there is danger of fire.

Another source is the accumulation of dirt in the head. Where a straight strut-board is used, dirt will collect very fast under the pulley, and it is only a question of time until a friction hazard is created. The strut-board should be hopped to the down-leg at least 45°, which will to a great extent carry the dirt away, and greatly reduce this danger; but too much dependence must not be placed on the opinion that such a constructed head is self-cleaning. Cases have been found where corn husks and silks filled up. A hand-hold should be made a part of every head, so that easy access may be had thereto, and the head given a cleaning when necessary. The inverted V-shaped hopper is not a good one, owing to the danger of settling, and the pulley resting on the point.

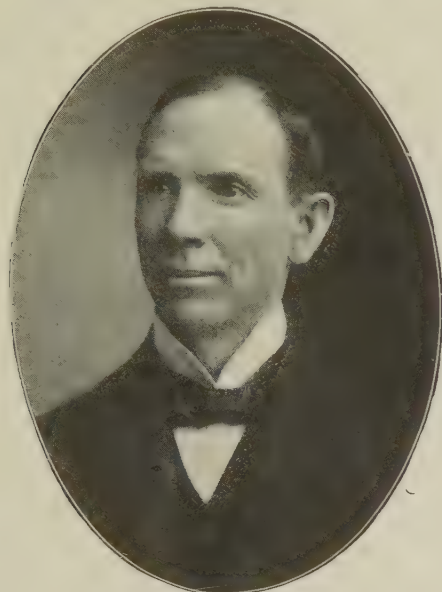
What elevator man is not familiar with the danger of the hot box? He knows it too well for me to advise him of it. Yet the average employe, in his endeavor to overcome this hazard, creates another almost as great; and that is in his use of oil. Mark Twain said that one could never tell from the condition of a woman's lead pencil whether she sharpened it with a knife or her teeth; but, if the great humorist were to make an inspection of some elevators, he would find it equally as hard to determine whether oil was put on with a can or poured on with a bucket. There is no necessity of using oil in the quantities that some men do. Enough to reduce the friction is sufficient, and any surplus is a waste. Where cheap oil is used, it not only creates a spontaneous combustion hazard, but renders the surrounding woodwork so inflammable that it would be well nigh impossible to stop a fire if one started. To save a penny wherever possible is one of the first principles of business; and it seems, the use of oil is one place where the elevator man could practice economy. If employes were made to clean up surplus oil every day, they would be more careful in their use of it.

Much has been said of the danger of spontaneous combustion in oil, but that is a hazard that does not exist where good mineral oil is used, as it has no affinity for oxygen. It is a hazard incident only to the animal and vegetable oils, and it is overcome in those when mixed with about 30 per cent of mineral oil. Care should always be used in the selection of lubricants, not only for their qualities, as such, but the fire hazard as well. No man ever lost money by purchasing a good oil.

The hard oiler is one that is being used to a great extent on fast running machinery, and is a success where a compression cup is used. It requires less attention, and if properly taken care of, supplies the oil when most needed, i. e., when the box starts to heat. Concealed machinery presents a hazard that should be looked after, and there is where the hard oiler would get in its best work. It is a trait of human nature to overlook the difficult problems. Make it hard for a man to get at a piece of machinery, and you have a piece of machinery that is not going to be looked after properly. Corn shellers, as a rule, are put in out of the way places, and if hard oilers were placed

thereon, less trouble would be experienced with the heating of the box. Or a piece of unrendered tallow placed in the box of any bearing will give good results. The moment the box starts to heat, the tallow melts and the lubricant is there.

It has been claimed by some writers that no safe means have as yet been devised whereby a smoke stack could be safely passed through a wood roof. The usual method of protection is to cut the roof away seven or eight inches and place an iron collar around the stack. In doing so, the roof still remains a part of the stack, as the heat, in case of a burn out, can be transmitted to the wood. Another danger that this means of protection presents is that of confined heat. It rises



George S. Bridge, Chicago.

as far as the roof, and having no outlet, unites with the wood. A few years of this condition will "bake" the wood and render it highly inflammable, as well as pave the way for spontaneous combustion. It is a hazard that cannot be reckoned with. The roof is liable to ignite at any moment, or may run for 20 years. A collar that will leave an air space of two inches between itself and the stack is the safest means known. The heat then has an avenue of escape, and there is no communication between the stack and the roof. The spark hazard from the iron stack is another danger, and especially so where the stack does not extend above the roof. Sparks will get into open windows or light on other parts of the building, the only remedy being that stacks should be built higher than the roof, or better still, a brick stack.

Nine elevator men out of ten fear sparks from locomotives, and fire losses from this source will testify to the fact that their fears are well founded. It is a hazard that will probably not be done away with so long as steam is used as a power for locomotion; and, as it exists, the only remedy is to prepare for it. The shingle roof, especially in dry weather, is the most accommodating place for sparks that can be found. It is there that they find their best feeding ground, and the uneasiness which this ever present danger must give, one would think is not offset by the supposed economy of a shingle roof; altho it is true that it has lasting qualities not possessed by other roofs. While the iron roof has not proved a success on the steam power house, the gravel roof has; and on the elevator the iron roof is used to a

great extent, and with satisfaction. But where a shingle roof is put on, means should be provided for easy access to all parts of it. The writer witnessed the burning of a depot a short while ago, and the very narrow escape of an elevator 40 feet away. A desperate fight saved the structure; but if the fire had ever lodged in the roof, it meant the total destruction of the property, as there were no means at hand by which a fire could have been fought up there. So it is not only the danger of sparks from engines, but from adjoining property as well that must be watched. A 2x4 on a 2-in. cleat nailed on the roof would seem to be the proper thing, as it would give a good foothold, and the space beneath would not allow dust to accumulate around it.

"Man thinks all men mortal but himself," is as true regarding the possibility of fire as it is of death. The average man will not concede that the danger existing in another's property exists in his. Even though the hazard is pointed out and statistics brought to bear showing where fires have occurred from a like cause, he smiles and says that he is too "careful" to be caught in such a trap. He will point out dirt that bears the water mark of ages past, and tells you "We have had a rush and will clean up in a few days." But a fire usually relieves him of the necessity of physical exertion; he looks back and wonders how it happened, and the insurance companies add another to the long list of "unknown" fires. "Unknown" they call it, but "carelessness" would be a better classification.

Right here, it might be well to quote the words of an eminent writer on the subject:

"After the insurance company has done its duty by careful selection of risks and thorough inspection, all that can be done is to pay indemnity for loss, which, if large, is in nine cases out of ten due either to lack of apparatus for preventing such loss or to lack of care and order in the conduct of the work. The only persons who can prevent loss by fire are the owners or occupants of the insured premises. Upon them rests the responsibility for heavy loss, when any occurs, in nearly every fire."

This paragraph explains in a nutshell where the largest hazard exists in any property. Care, constant care, is the greatest enemy the fire fiend has. And to no other class of property is this more applicable than to the elevator. The nature of the business is such that dirt must accumulate, and until mechanical ingenuity suggests some way to take care of it in the elevator as it has in the flour mill, extra precautions must be taken to cope with the hazard. Even to the uninitiated, dirt is always suggestive of fire. To the insurance inspector, it gives cold shudders and a desire to get his company off the risk.

Elevator men say that insurance companies exaggerate the dust hazard, and that there is no danger of fire from it. To a certain extent, this is true, as the danger from lying dust in a large building is not great; but its "usefulness" to spread a fire once started can never be exaggerated. What other inference can be drawn when one sees an elevator that bears evidence of biennial cleaning. Nothing more than that the owner is careless in other matters, and a careless man keeps the adjuster busy. We all know that you elevator men have days when all other work must be dropped for the handling of grain. But all days are not busy days, and when a few hours present themselves, take advantage of them

and sweep up. Do not put it off for an annual cleaning, but sweep whenever opportunity offers. This will lessen the labor and give your elevator a better appearance.

Adopt a system of taking care of your property and live up to it. If your employees are made to understand that the rules you lay down mean something, attention will be paid to them. It is a significant fact that the majority of elevator fires occur at night, which means that a thorough inspection of the property should be made each night before leaving. Hot boxes have a better chance to do their work after the machinery is shut down, and the circulation of air is taken away.

Look to it that proper fire fighting facilities are always on hand. A barrel of salt water and a bucket placed on different floors of the elevator is the best protection you can have. It is always there and every one knows how to use it.

If you are interested in your insurance cost, it lies with you, and you only, to reduce it. Do not bury yourself with confidence that you are not going to have a fire, but be on the watch for it so that if it does appear you will be able to give it a "cordial" reception.

Bridge and Leonard.

Announcements were received recently by the trade stating that George S. Bridge and John R. Leonard had formed a partnership dating from May 1st for the pur-



John R. Leonard, Chicago.

pose of transacting a general commission business in cash and grain futures.

The senior member of the firm, Mr. Bridge, is a well known hay man, having been engaged in this branch of the business for a great many years. He was president of the National Hay Association and has attained prominence in the trade. He will give his personal attention to the hay department of the new firm.

The junior member of the firm, Mr. Leonard, is well known to the grain trade, both in the East and West, and has had long experience in this line.

He was until May 1 connected with one of the large cash grain houses of Chicago. He will continue to give his special attention to the grain business.

Each has a host of friends in the trade who wish the new firm unbounded success.

Grain Trade News

CANADA.

Manitou, Man.—Another eltr. is to be erected.

Port Arthur, Ont.—Work has begun on the 500-bu. addition to the eltr. of J. G. King & Co.

Winnipeg, Man.—The Lake of the Woods Milling Co. will increase its capital materially in the near future.

Montreal, Que.—The longshoremen's strike is interfering with the exportation of grain in the ocean liners.

Port Arthur, Ont.—The Canadian Northern Ry. will erect a fireproof eltr. having a capacity of 3,500,000 bu.

A visible supply statement that fails to include stocks at Fort William and Port Arthur is of little value.

Fort William, Ont.—A laborer was killed by falling upon a belt in eltr. A. Apr. 27. He was carried around the 5-ft. pulley.

Hartney, Man.—The Farmers' Eltr. Co. has let the contract for the erection of a \$10,000 eltr. with 60,000-bu. capacity.

Fort William, Ont.—During the week ending Apr. 25, 2,078,100 bus. of grain was shipped in 21 boats from the eltrs. of the C. P. Ry.

Moosomin, Assa.—Walter Muir, F. R. Fisher and J. Sutcliffe, of Morris, Minn., will erect an eltr., warehouse and put in a 250-barrel mill.

Fort William, Ont.—Wm. Moss, employed on the construction of Eltr. E, was killed May 4 by falling 65 feet from a scaffold into a tank.

Harriston, Ont.—The warehouse occupied by Hinde & Son as a grain storehouse burned Apr. 26 with a quantity of grain. Contents partly insured.

Menteith, Man.—The farmers are considering the organization of a farmers' eltr. company and the erection of a 40,000-bu. eltr. at Menteith Junction.

The crop report of the Canadian Northern Railway shows increases in area of 5 to 100 per cent in different localities. Wheat seeding has been finished.

Winnipeg, Man.—The Andrews & Gage Co. and W. G. McMichaels have closed contracts with the Manitoba Iron Works, Ltd., for the equipment of 13 eltrs. which they will erect this season.

Winnipeg, Man., May 4.—The amount of grain stored in the interior eltrs. on May 2 was 6,452,458 bus., compared with 7,550,310 bus. on the preceding Saturday. The Fort William eltr. had 3,339,563 bus. in store.

Fort William, Ont.—One of the 135-foot derricks used for lifting and placing the steel plates at eltr. E fell Apr. 24, injuring 2 of the workmen, neither fatally, and cutting completely thru a freight car.

Winnipeg, Man.—McLaughlin & Ellis are building 4 eltrs. on the C. P. Ry. which will have a capacity of 30,000 bus. each, with rope drive and covered with iron. Otto Gas Engines of 15-h. p. and Eureka Cleaners will be installed.

Frank, Alta.—Alex. Leitch, who, with nearly all his family, was killed in the great rock slide of Apr. 29, was formerly

in the grain business at Killarney, Man., and was a brother of Leitch Bros., merchant millers, of Oak Lake, Man.

Montreal, Que.—The Montreal Grain Elevating Co. at its annual meeting Apr. 29 elected A. T. Patterson, pres. The following directors were re-elected; A. T. Paterson, Alex. McDougall, Robert Reford, Thos. A. Crane and Bartlett MacLennan.

Of the 10,644,590 bus. of wheat in store at country points in the Northwest, as reported by Frank O. Fowler, secy. of the Northwest Grain Dealers Asso., all excepting probably 2,000,000 bus. is in the hands of strong parties, either milling companies or exporters, so that the balance which the trade will have to take care of is really only about 4,000,000 bus.

The receipts of grain at Fort William and Port Arthur from Sept. 1 to Apr. 19, as reported by Mr. Gibbs, inspector, were: Wheat, 29,332,246 bus.; oats, 690,262 bus.; barley, 151,119 bus., and flaxseed, 122,291 bus.; compared with 19,544,765 bus. of wheat, 536,450 bus. of oats, 45,122 bus. of barley and 10,726 bus. of flaxseed for the same period of the preceding year. Shipments were: Wheat, 22,539,136 bus.; oats, 353,961 bus.; barley, 73,766 bus. and flaxseed, 107,074 bus.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,250.

Grain shipments from Chicago by lake so far are ahead of last season.

Geo. B. Dewey, formerly with the Calumet Grain & Eltr. Co., is now with Fyfe Manson & Co.

Frank J. Magin, formerly with Milmine, Bodman & Co., has gone with Gillette & Denniston.

Discord reigns in the Imperial quotation factory over puts and calls and the election of new officers.

The Beach-Wickham Grain Co., incorporated, \$100,000 capital. Incorporators, E. A. Beach, Clinton S. Beach and Thos. Y. Wickham.

John F. Howard has severed his connection with Merrill & Lyon to engage in business for himself, with offices at 714-715 Royal Ins. bldg.

H. C. Avery and others have petitioned the directors of the Board of Trade to prohibit trading in privileges at Milwaukee by members of the Board.

The suit of Geo. T. Sullivan against the Board of Trade for the market quotations has been taken under advisement by the Federal Court of Appeals.

East-bound grain shipments from Chicago and Chicago junction points for the week ending May 2 amounted to 1,159,000 bus., compared with 1,200,000 bus. for the previous week and 1,341,000 bus. for the corresponding week 1 year ago.

Judge Kohlsaat of the Federal Court has decided that members of the Board of Trade who go into bankruptcy must sell their memberships as assets. Under this ruling Abel Osman, who recently filed a petition in bankruptcy, has posted his membership for transfer.

A petition to make No. 2 hard winter deliverable on wheat contracts at a discount of 5 cents per bu. has been recommended to a vote of members by the Directors of the Board of Trade.

President Chandler has appointed the following members to represent the Board of Trade at the annual convention of the National Hay Asso. to be held at Chicago in June: Z. R. Carter, W. H. Morehead, J. G. Walters, J. J. Badenoch, H. L. Randall, William Wittman, H. H. Freeman, G. S. Blakeslee, W. J. Thompson, S. T. Edwards, Lowell Hoyt, A. F. Weinberger, J. T. Rawleigh, J. R. Leonard, and G. S. Geist.

COLORADO

Fort Morgan, Colo.—J. H. Rodiger is a new dealer.—M. L. Moore.

Denver, Colo.—Lorin Butterfield, formerly doing a commission business at St. Louis, Mo., died Apr. 17. Mr. Butterfield went to Denver in 1870 and engaged in the grain trade.

ILLINOIS.

Read offer on page 486.

Chebanse, Ill.—R. F. Cummings will erect an eltr.

Glenarm, Ill.—W. E. Waite has taken charge of his eltr.

Mays, Ill.—Rudy & Co., of Paris, have bot the eltr. of J. G. Hermann.

Pontiac, Ill.—The eltr. of Smith & Morrison is nearing completion.

Plano, Ill.—We cannot get along without the Journal.—Jeter & Jeter.

Hudson, Ill.—The Hazenwinkle Grain Co. is making repairs on its eltr.

Downs, Ill.—Work has been commenced on the eltr. of the Zorn Grain Co.

Maroa, Ill.—The farmers intend to organize a co-operative grain company.

The bill legalizing puts and calls was killed in the Illinois house.

Jonesboro, Ill.—Oscar Tamm and Joe Mayr it is said will erect a mill and eltr.

Carlock, Ill.—O'Harra, Baldridge & Co. have installed a 20-h. p. gas engine.

Mendon, Ill.—S. H. Bradley will put in an eltr. and has bot a gasoline engine.

Warren, Ill.—Walter Stickney will begin the erection of an eltr. about June 1.

Dickeys Sta., Ill.—Inkster Bros. will install 2 Hall Distributors in their eltr.

Shirley, Ill.—An eltr. is to be built shortly. Robert Lane and others are interested.

Prairie City, Ill.—W. H. Wescott will install machinery purchased from the Weller Mfg. Co.

Thomasboro, Ill.—J. B. Walton & Sons are building an office, having sold their old one.

Honey Creek, Ill.—The Neola Eltr. Co. has bot an outfit for its eltr. from the Weller Mfg. Co.

Gibson, Ill.—J. W. Woodruff, of Albany, N. Y., is erecting a 40,000-bu eltr. on the L. E. & W. Ry.

Ballard, Ill.—An eltr. 36x36 feet, is being erected and will be run by Kirkpatrick, Lackland & Co.

Perdue, Ill., May 1—Heavy frost last night. Oats are backward on account of cold weather.—Chas. H. Ruple & Co.

Lexington, Ill.—The Farmers' Eltr. Co. has bot for \$10,000 the eltr. of J. J. Kemp and Nov. 1 will take possession.

Clifton, Ill.—R. F. Cummings will make improvements in his warehouse and install some new machinery in the eltr.

Rowell, Ill.—About 40 farmers have organized the Rowell Eltr. Co. and will erect an eltr. at a cost of about \$5,000.

Waukegan, Ill.—The Warner Starch Co. has started its new plant, which has a capacity of 22,000 bu. of corn per day.

Cuba, Ill.—Benj. Warren, of Peoria, has succeeded Beam & Hilton. Bartlett & Waughtel will have charge of his elevator.

Farmersville, Ill.—Nobbe Bros. are repairing their eltr. at a cost of about \$5,000. New machinery will be installed thruout.

Dongola, Ill.—Dillow & Worstman have succeeded Wright & Worstman, W. J. Wright having sold his interest to L. E. Dillow.

Nekoma, Ill.—The W. A. Fraser Co. has again taken charge of its eltr., which was leased 1 year ago to the Farmers' Eltr. Co.

Fairfield, Ill.—John Lowry expects to build an eltr. at Bongard, a new station on the Villa Grove-Woodland branch of the C. & E. I. Ry.

Rutland, Ill.—G. W. Sauers, Jr., is installing a new cleaner and 2 Constant Pat. Chain Feeders in the dump sinks, conveying the grain to 1 stand of eltrs.

Decatur, Ill.—The Decatur Chamber of Commerce incorporated, \$50,000 capital. Incorporators, F. B. Tait, W. L. Shellabarger and C. M. Hurst.

Wenona, Ill., May 2—Oats do not look well and the ground is in bad condition for planting corn, being very wet in places. W. H. Tallyn.

Pearl, Ill.—Elmore & Lemmon of Ashland have about closed a deal with Mr. Applegate for his eltr. at Pearl on the C. & A. R. R.

Hartsburg, Ill.—The Hartsburg Grain, Coal & Lumber Co. incorporated. Incorporators, John McMath, John R. Chaney and John H. Shirley.

Shirley, Ill.—The Shirley Farmers' Grain & Coal Co. incorporated, \$6,000 capital. Incorporators, Wm. Haynes, Sidney Quinn and Michael Callahan.

Taylorville, Ill.—T. P. Baxter has interested a number of other grain dealers in Kansas oil lands, on which he has an option covering 5,400 acres.

Nekoma, Ill.—The Farmers' Eltr. Co. is trying to raise money to build an eltr. It had \$3,500 raised a year ago, but has lost \$2,000 during the year in doing business at a loss.

Pontiac, Ill.—C. L. Aygarn has let the contract to L. H. Hodgman of Dwight for the erection of his eltr. which will be 24x34x65 feet and will cost \$4,250. A Fairbanks Scale will be part of the equipment.

Dixon, Ill.—The farmers of the vicinity held a meeting recently to hear the promoters of the stock company to build an eltr. but very few seemed anxious for the project to be carried thru.

Fithian, Ill.—C. B. Long has just received notice of the arrival of a carload of corn at Cincinnati which he shipped 40 days ago. The corn was in such a condition that it brot him but 9 cents a bu. Splendid transportation service.

Pekin, Ill.—The Illinois River Packet Co. incorporated. Incorporators, V. P. Turner, J. W. Barrett and W. B. Aydelott, of the Turner-Hudnut Co., which owns a steamboat. They will haul their own grain from all river points to Pekin.

The annual meeting of the Illinois Grain Dealers Asso. will be held at Decatur, Ill., June 3 and 4, with an evening session on the first day. On the last day Pres. Roosevelt will speak at the dedication of Milliken University.

Elpaso, Ill.—John M. DeBolt has bot for \$7,000 a half interest in the eltrs. of A. W. Shepard at Elpaso and at Enright Station. Mr. DeBolt formerly operated the house now owned by F. S. Larison and was at one time in business at Wolcott, Ind.

Carlinville, Ill.—The Weare Grain Co., of Chicago, has opened a branch office with a private telegraph wire connecting it with the Litchfield office and private telephone wires connecting Carlinville and Bunker Hill with Litchfield. W. W. Gilbert will have charge.

The Illinois house has adopted a resolution petitioning and requesting Congress to enact a federal grain inspection law and that the enforcement and operation of such a law be conducted under civil service regulations in a bureau of the department of agriculture. More pap wanted.

Kemper, Ill., Apr. 29—Those who say that the winter wheat seems determined to beat all previous records ought to get out into the country and see what the long continued wet weather has done for the wheat. It has gone back 50 per cent during the last 30 days. It will take more favorable and drier weather than we have been having, over all the wet district, and it is pretty large, to make more than half a crop.—Orin Palmer.

Mt. Vernon, Ill.—Over 100,000 bus. of corn and oats were spilled on the ground by the collapse of the new eltr. of the Mt. Vernon Grain & Eltr. Co., on the evening of April 28. A few minutes after 7 o'clock a loud report from the direction of the eltr. startled the mine engineers employed in its vicinity. The noises continued at intervals until 11:30, when a section of the wall 3 ft. high, the entire length of the main building, burst out, letting the side drop, and throwing down the cupola. As the house was well built on a concrete foundation the cause of the collapse is a mystery. Coal had been mined directly under the building, and this may have caused the earth to sink under the foundation.

Illinois grain dealers who ship grain to Chicago via the Wabash will be pleased to know that, through the efforts of Edw. G. Heeman and Wm. N. Eckhardt, that road's arbitrary charge of 1 cent per hundred pounds on local-billed grain, re-designed to elevators or industries on other roads or to eastern lines, has been discontinued. Thus their grain will not be at a discount when sold to some one not located on the Wabash lines in Chicago. The charge was never justified by the service rendered, and, no doubt, money collected therefore will be refunded to shippers if the matter is properly pushed.

Peoria, Ill.—The receipts at Peoria for the month of Apr., as reported by R. C. Grier, secy. of the Peoria Board of Trade, amounted to 49,400 bus. of wheat, 1,352,000 bus. of corn, 728,700 bus. of oats, 26,400 bus. of rye, 175,500 bus. of barley, 210 tons of mill feed, 30,000 pounds of broom corn and 3,150 tons of hay; compared with 91,800 bus. of wheat, 1,007,000 bus. of corn, 1,051,400 bus. of oats, 14,000 bus. of rye, 86,400 bus. of barley, 1,010 tons of mill feed and 1,872 tons of hay, for Apr., 1902. Shipments for Apr. were, 263,200 bus. of wheat, 194,000 bus. of corn, 687,400 bus. of oats, 20,800 bus.

of rye, 67,000 bus. of barley, 1,132 tons of mill feed, 45,000 pounds of broom corn and 400 tons of hay; compared with 60,650 bus. of wheat, 108,200 bus. of corn, 989,687 bus. of oats, 1,400 bus. of rye, 45,600 bus. of barley, 6,295 tons of mill feed, 16,000 pounds of broom corn and 240 tons of hay for Apr. of last year.

INDIANA.

Economy, Ind.—Leander Anderson is erecting an eltr.

Snowhill, Ind.—Goodrich Bros. will install a Hall Distributor in their eltr.

Goodland, Ind.—The Hartley Grain Co. will install machinery purchased from the Weller Mfg. Co.

Inwood, Ind.—The Bourbon Eltr. & Milling Co. has bot an outfit of machinery from the Weller Mfg. Co. for its eltr.

Crawfordsville, Ind.—Bernard J. Price will build an eltr. at a cost of \$6,000, to replace his old eltr.

Union City, Ind.—The Gruber eltr. and warehouse burned Apr. 28 with 7 freight cars. Loss on eltr., \$10,000.

The mid-summer meeting of the Indiana Grain Dealers' Association will be held in Indianapolis June 10 and 11.

New Richmond, Ind.—A stock company will erect a 45,000-bu. eltr. E. T. McCrea is said to be the head of the organization.

Hazellrigg, Ind.—H. C. Clark has bot the site of the eltr. which Morrison & Finch expected to build, and will erect an eltr.

Bourbon, Ind.—The Bourbon Eltr. & Milling Co. is building a 20,000-bu. eltr. and feed mill. C. E. Nowels is superintending the work.

Frankfort, Ind.—Osborne, Dillen & Sellers have succeeded Osborne & Dillen, Jas. Sellars, of Darlington, having bot an interest in the business.

No. Manchester, Ind.—Kinsey Bros. have installed 2 additional seed grain eltrs. and a New Era Passenger Eltr., purchased from Philip Smith.

Wabash, Ind., May 8.—Wheat crop is looking well, acreage small, about 60 per cent of average. Oat crop fairly good on an 85 per cent acreage.—T. W. King & Son.

Worthington, Ind.—The eltr. which the Worthington Eltr. Co. has just completed has a storage capacity of 20,000 bus. and a shelling capacity of 500 bus. per hour.

Vincennes, Ind.—Bartlett, Kuhn & Co., of Terre Haute, will erect at a cost of from \$40,000 to \$50,000 a 6-dump eltr., on land which they have purchased on the bank of the Wabash river.

The Eastern Indiana Grain Dealers' Asso. will meet in the Anderson hotel at Anderson, Ind., May 14, to consider matters of importance; and all members are earnestly requested to be present.

Freeland Park, Ind.—G. W. Songer is rebuilding the eltr. which collapsed last winter, but in a better location a few blocks away from the old site. The Reliance Mfg. Co. has the contract and June 15 has been set for the date of completion.

Crawfordsville, Ind., May 2.—Some corn will be planted next week, but the majority of our farmers are behind with their work. Wheat looks promising; oats that were sown early look well, late sowing not so good.—The Crawfordsville Coal & Grain Co.

Hammond, Ind.—The proposed Hammond Produce Exchange sees an opportunity to engage in the privilege trade since the Board of Trade of Chicago is expected to take action against such trading at Milwaukee, and the Illinois law still stands.

Rich's Station, Ind.—Woodbury & Files are erecting eltrs. at Rich's and Anthony Stations and Fowlerton, on the C. I. & E. Ry. and will install a Little Giant Cleaner for corn and oats and 2 of Constant's Pat. Chain Feeders for the dump sinks in each of the houses.

Indianapolis, Ind., May 4.—The freeze of May 1 seriously damaged the young clover. Wheat not injured by frost, but in many places does not look healthy. Oat seeding about completed, acreage reduced, plowing for corn progressing rapidly, little planting done, ground cloddy or wet.—Government Report.

Worthington, Ind., May 2.—Acreage in wheat about the same as last year and conditions were never better at this season. Oat seeding and breaking for corn has been greatly retarded by frequent rains. We heard to-day of a farmer plowing around the shocks in his 60-acre field of ungathered corn.—J. D. Myers.

Preble, Ind., Apr. 28.—The new wheat crop promises to be a record breaker thru this part of the country, if nothing hurts it from now on. Oat sowing is progressing slowly on account of bad weather; some plowing done for corn. About 40 per cent of the grain from last year is still in the farmers' hands and nothing is moving on account of low market and oat sowing. The car famine has, at last, been broken and eltr. men can now get plenty of cars to move their grain.—Preble Eltr. Co.

INDIANA LETTER.

The Montpelier Milling Company of Montpelier, have succeeded Smith Bros.

Ort Bros. and L. Isay, who recently sold out to W. A. Geiger, Churubusco, have again assumed control of their former businesses and Mr. Geiger is out.

Morrison & Thompson, of Kokomo, are busily engaged in building a new elevator at Vermont. Mr. Van Horn sold them the machinery.

B. Noftsgar, of Rochester, is building a new and modern elevator at Walnut, but work has been delayed by sickness of the stone masons.

Recent local meetings have been held at Frankfort, Muncie, Peru, Auburn and Ft. Wayne. At each meeting, there was a good attendance of the dealers in their respective localities and many matters of importance were discussed.

Emison & Nicholson, of Vincennes, have gone into the grain business and expect to buy wheat and corn at several stations in the vicinity of Vincennes. They have started out right by applying for membership in the Indiana Grain Dealers' Association.

The Indiana Grain Dealers' Association has recently added a number of members as follows: Oliver C. Moore, Milton; Jordan & Conarro, Colfax & Bowers, A. W. Strieby, Syracuse; Leesburg Grain & Milling Co., Leesburg; Ligonier Milling Co., Ligonier, Millersburg, Wawaka, Brimfield; H. H. Smith, Lagrange; Fyke & Haifley, Lagrange; H. B. Brown, Wolcottville; Batchelor, Fox & Davis, Sharpsville; F. M. Smith, Lima; and Elliott & Evans, Burney.

We recently learned that it is a practice in the Baltimore market for the

consigned stuff to lay on track until the railroads please to deliver to the elevators, and in turn, the elevators please to unload it, the commission firms sell it for account of the shippers. A car of corn arrived in Baltimore on March 31st, and graded No. 3 on arrival. This car set around in the railroad yards until April 11th, and when set at the elevator for unloading, was hot and the elevator refused to unload it. The commission firm sold it for 13c a bushel and made draft on the shipper for the difference between the amount realized and the amount of the shipper's draft and expected him to pay it. This is not the custom in other markets, nor is it right. Such rules as these only encourage carelessness on the part of the receivers, as they know they can safely hide behind the double inspection and believe that covers any carelessness and neglect in giving the business proper attention it warrants. The Indiana Grain Dealers and the other grain dealers associations should make a strong protest against such an outrage and unless Baltimore changes her rules so that consigned grain shall be sold immediately upon inspection, Indiana grain dealers should refuse to ship to that market.—N. M. B.

IOWA.

Ely, Ia.—C. S. King has bot the eltr. of Jos. Woitishek.

Luverne, Ia.—The Clinton Grain Co. has succeeded W. L. Niver.

Osceola, Ia.—O. A. Talbott & Co. will maintain a branch in Osceola.

Carroll, Ia.—Nye-Schneider-Fowler Co. has succeeded Edw. Nutter.

Akron, Ia.—I. Knudson has succeeded the Sioux Grain Co. at this station.

Clare, Ia.—F. D. Conway intends remodeling and enlarging his eltr.

Welton, Ia.—Geo. Rands will install a gasoline engine.—Fred Faulkner.

Ainsworth, Ia.—The Neola Eltr. Co. will build an eltr. at Haskins Station.

Ainsworth, Ia.—We are not in the grain business.—The Haskins Lumber Co.

Pierson, Ia.—The Northern Grain Co. may install a new engine.—R. J. Heaton.

Lone Tree, Ia.—D. M. Riggs has bot for \$3,000 the eltr. of Davis Kirkpatrick.

Wellsburg, Ia.—John Tjaden has succeeded the Wellsburg Grain & Stock Co.

Irwin, Ia.—Wm. Southall & Sons will install 2 Hall Distributors in their new eltr.

Grain business in Iowa during the month of April has been practically nothing.

Keokuk, Ia.—Work will commence shortly on the eltr. for O. A. Talbott & Co.

Geneva, Ia.—B. C. Bell has bot the eltr. of H. W. Ibling, and on May 1 took possession.

Ridgeway, Ia.—W. C. Klotzbach will have charge of the new eltr. for Gilchrist & Co.

Victor, Ia.—J. M. Groff & Co. have succeeded Patrick & Hunt. Wm. A. Patrick died recently.

Farley, Ia.—Placke & Hessling will rebuild the eltr. on the C. & G. W. Ry., that was burned.

Ely, Ia.—C. S. King, of Aurora, has purchased an eltr. and will engage in the grain business.

Galva, Ia.—M. L. Crowley has bot the eltr. and coal business of Ira Conger,

who still retains the eltr. at Cushing and will reside at Cherokee.

Aplington, Ia.—M. M. Sleight died Apr. 22. He was a member of the firm of Sleight & De Vris.

Jefferson, Ia.—The Atlas Grain Co. has bot the grain and coal business of Culbertson Grain & Coal Co.

Hartwick, Ia.—John Swecker will replace his 6-h. p. gasoline engine with 1 of 15-h. p. and will do grinding.

Spirit Lake, Ia.—J. E. Knudson & Son have bot the eltr. of the Skewis-Moen Co. and on July 1 will take possession.

A good demand continues for elevator property that does a reasonable amount of business, but practically none such offered for sale in Iowa.

California Junc., Ia.—The California Grain & Lumber Co. has bot the eltr. and lumber and coal sheds of the Nye-Schneider-Fowler Co., it is said.

Yetter, Ia.—C. H. Eckery has gone back to Exeter, Neb., and will engage in the gold dust business—banking, instead of working in the oat dust of an eltr.

Stuart, Ia.—Wm. Wykle will build an eltr. to replace the 1 that was burned, tearing down his oat warehouse and using the material for the new building.

Under the Iowa law it appears that grain dealers can be taxed on leasehold interests, as one dealer reports in "Asked and Answered" column this issue.

Wapello, Ia.—A farmer was severely injured at the eltr. of Brown & Hayden, caused by his team and wagon falling off the driveway a distance of about 6 ft.

Wellsburg, Ia.—J. J. Peters has secured the 8-ft. strip along the railroad and is laying the foundation for his 37,000-bu. eltr. He will install a 9-h. p. gas engine.

Orange City, Ia.—The eltr. of Geo. E. Oelrichs was struck by lightning recently and completely destroyed. Loss, \$10,000, insurance, \$3,500. Mr. Oelrichs will rebuild.

Akron, Ia., May 5—Crops in good condition but late, owing to cold weather. Decrease in wheat acreage and increase in that of oats and barley.—Fields & Slaughter Co.

Ft. Madison, Ia.—The eltr. of Louis Kaiser at East Ft. Madison burned May 4 with about 2,000 bus. of grain, principally wheat. Mr. Kaiser's insurance had run out and the loss will be quite heavy.

Pioneer, Ia.—J. W. Johnson contemplates building an addition to his eltr., which will have a storage capacity of about 75,000 bus. and will probably put in a new engine.

Winfield, Ia., May 6—The season is backward; soil is heavy and wet. Oat acreage about 20 per cent less than last year. Corn planting will be late, with favorable weather from now on.—H. W. Van Dyke & Co.

Des Moines, Ia.—The Armour Grain Co. has reopened its Des Moines branch with W. G. McDougall in charge. The local office was discontinued 6 months ago when Mr. McDougall was transferred to the Omaha office.

Luverne, Ia., May 2—Excessive wet weather, and cold. Seeding not all done and too wet to plow for corn; farmers discouraged and we will have a short acreage here on account of wet lowlands.—C. E. Phillips, Agt.

Malvern, Ia.—Fenno Smith was bun-koed out of \$12 by a sharper who represented himself as a farmer with grain

to sell. The stranger contracted to deliver 600 bus. of corn at the eltr. and was given the money as an advance payment.

Sioux City, Ia.—The plant of the old Sioux City Starch Co., later the property of the National Starch Co., is being dismantled and the machinery will be removed to Nebraska City, where an addition will be built, about doubling the capacity.

Smithland, Ia., May 6.—An unusually large acreage of oats and barley in this locality this year. About an average acreage of corn will be planted, while that of wheat is smaller than usual. Ground is in excellent condition and the weather is favorable for planting.—G. S. Leininger.

In the suit of L. B. Pickering against the Grain Shippers Mutual Fire Insurance Asso. to recover a loss of \$1,264 on creamery property at West Liberty, Ia., the court last month gave judgment for \$800, the limit of recovery under the policy being $\frac{3}{4}$, which amount, with interest, has been fully paid.

Charles City, Ia., May 8.—The oat crop is backward on account of the cold, wet weather; acreage probably 15 per cent less than normal. If good weather continues will have at least 15 per cent larger acreage of corn; barley about the same; probably an increase in flax. Grass looking fine.—C. C. Feil.

Small grain practically all sown in Iowa except in wet spots in northwestern districts. A marked decrease in spring wheat acreage, but not much change in oats; corn planting just begun, with soil rather cold and wet, particularly in northern districts. General complaint that ear corn has moulded and rotted in cribs; and indications are that there will be practically no corn for shipment out of the state.

Raymond, Ia., May 6.—Oats are all in; some of it is a poor stand and did not come up even; acreage is about 1-10 less than last year. Plowing is slow work as it has rained here for 4 days in May. Very little corn in farmers' hands. We have not shipped any of last year's crop; do not think there will be any to ship as all will be fed. Feeders are paying 35 and 40 cents. It looks gloomy ahead for the grain man.—O'Connor Bros.

Des Moines, Ia., May 4.—The north-west district and the counties on the Missouri slope suffered the brunt of the cold wave on April 29 to May 3. The snow fall was general, ranging from half an inch to three inches. This measurably protected grass, grain and small fruit during the period of lowest temperature, though it greatly retarded field work. The soil is saturated and several warm and drying days will be required to put it in condition for plowing and planting.—J. R. Sage, director U. S. crop service.

Des Moines, Ia.—For the past eight or ten winters there has not been one single winter in the state of Iowa but what a good crop of winter wheat could have been raised. In fact, I believe that, as the climate seems to have changed very materially for the last few years in Iowa, Iowa is as good a winter wheat state as Kansas or Illinois. One acre of winter wheat, which goes through the winter without being damaged, will equal two or three acres of spring wheat, and the kind of spring wheat we raise in two-thirds of the state of Iowa is not worth as much by five cents per bushel as good winter wheat.—J. M. Brown.

Des Moines, Ia., May 10.—[Special].—The official crop report of Geo. A. Wells,

secretary of the Iowa Grain Dealers' Asso., gives the percentage of small grain seeding done to May 1 as 95; the soil condition as 84 per cent, and the acreage, compared with last year, as 83 per cent of wheat, 92 per cent of oats, 101 per cent of corn, 97 per cent of barley and 94 per cent of rye. The percentage of ear corn in cribs at stations and on farms that is unmarketable is very great, ranging from 5 to 60, the percentage of good corn grading No. 4 and No. 3 being greater in the southern counties. The acreage of corn and oats planted last year was 9,343,752 acres of corn and 3,921,945 acres of oats. The corn crop was 69 per cent of an average crop and the oats 70 per cent of the average. On Apr. 1, 15 per cent of the corn and 16 per cent of the oats were still in the hands of farmers for shipment.

KANSAS.

Winona, Kan.—B. D. Williams is building an eltr.

Bison, Kan.—G. G. Wiechen will put in a car loader.

Alton, Kan.—H. S. Woodard will run the Alliance eltr.

Kingman, Kan.—The Violet Grain Co. will erect an eltr.

Russell, Kan.—The Midland Eltr. Co. will build an office.

Clearwater, Kan.—J. R. Senter is building an eltr. on the Santa Fe.

McLain, Kan.—The Whitewater Milling & Eltr. Co. will erect an eltr.

Chase, Kan.—The Kansas Grain Co. is making improvements in its eltr.

Phillipsburg, Kan.—Chas. Counselman & Co. are remodeling their eltr.

Cleveland, Kan.—J. F. Cheatum has succeeded Johnson & Cheatum.

Oberlin, Kan., May 8.—Fall grain in good condition.—J. J. Jackson.

Leona, Kan.—Gregg Bros. Grain Co. contemplates erecting an eltr.

Rossville, Kan.—J. C. Bradley will make important improvements in his eltr.

Harveyville, Kan.—Garringer Bros. contemplate the erection of an eltr.

Robinson, Kan.—Crops of all kinds look well, but need a warm rain.—J. R. Glenn.

Brownell, Kan.—G. W. Davis will erect an eltr. with 12,000-bu. storage capacity.

Brownell, Kan., May 6.—Wheat prospects were never so good.—Geo. W. Davis.

Pawnee Rock, Kan.—The foundation is now in for the eltr. of the Rock Grain Co.

St. Mary, Kan.—Thos. Reilly has purchased the eltr. of the A. J. Poor Grain Co.

Wichita, Kan.—The Stevens-Scott Grain Co. contemplates the erection of an eltr.

Ogallah, Kan.—Ross & Waldo will remodel their eltr. and install improved elevating machinery.

Simpson, Kan.—The farmers' asso., known as the Simpson Grain Co., will build an eltr.

Pretty Prairie, Kan.—John Collingwood & Bro. are selling out their grain business.

Hesston, Kan.—The Whitewater Milling & Eltr. Co. has bot the 12,000-bu. eltr. owned by Wm Rapp.

Logan, Kan.—Bowman Bros. have built an addition to their eltr. 24x74x16 feet, for sacks.

Concordia, Kan.—H. Blair has taken charge of the eltr. recently bot by the Wakefield Mill & Eltr. Co.

Russell, Kan.—The eltr. of W. H. Morrison will be 28x36 and 35 feet high, with a capacity of 20,000 bus.

Sedgwick, Kan.—The eltr. of G. Barke-meyer was struck by lightning recently. No serious damage was done.

Wichita, Kan.—A meeting of grain dealers will be held in Wichita the last of May or the first of June.

Ellsworth, Kan., May 7.—Crop prospects were never better than at the present time.—H. Work & Co.

Groveland, Kan.—Colburn Bros. are making improvements in their eltr. and will install a gasoline engine.

Bismarck Grove Sta., Kan.—The eltr. was burned Apr. 27, caused it is said by a spark from a Rock Island engine.

Atchison, Kan.—The Greenleaf-Baker Grain Co. on Apr. 30 loaded 110,000 lbs. of corn in a car of the Penn. road.

Groveland, Kan., May 7.—Wheat is as fine as ever at this season of the year; a large acreage was sown.—W. T. Shields, P. M.

Simpson, Kan., May 4.—Crops look very well considering the amount of cold weather we have had of late.—L. C. Parish.

Argentine, Kan.—The eltr. of the Argentine Eltr. Co., has been moved to a point 200 feet west of its former location.

Coffeyville, Kan.—The office of the Perry Allin Grain Co. was entered by burglars April 26 but only about \$12 was secured.

Wellington, Kan.—The Farmers' Co-operative Co., it is said, has purchased the old mill and will remodel it and use it for an eltr.

Rose Hill, Kan.—The Harris Grain Co. will erect a 10,000-bu. eltr. at this place instead of an 8,000-bu. eltr. at Douglass.—W. N. Harris.

Lewis, Kan.—Mr. Ratcliffe has installed an engine and connected his eltr. with his feed mill, which will have a capacity of 150 bus. per hour.

Clearwater, Kan.—The Violet Grain Co. has begun the erection of its eltr. on the Santa Fe and expects to have it completed in a very short time.

Wichita, Kan., May 6.—The outlook for wheat is very fine all over Kansas and Oklahoma; complaint of some damage to the Texas wheat crop.—The Nevling Eltr. Co.

Shippers to Kansas City will be gratified to know that the vigilance of the Board of Trade Weighmaster has detected tampering with the scales, as is recited in full elsewhere.

Valley Falls, Kan.—B. C. Ragan & Sons, of McLouth, have bot the Valley Falls terminal eltr. plant of J. M. Piaz-zek, and will operate it in connection with their eltrs. at Santa Fe points.

Wichita, Kan.—The Rowland Commission Co. has opened an office and will receive consignments for the Wichita market, buy for export trade, Galveston and New Orleans markets, and southern mills.

Oswego, Kan.—The Oswego Seed & Grain Co. contemplates the erection of a small receiving eltr., with a capacity of about 10,000 bus. It will be rigged with corn and wheat cleaner and gasoline power.

Ellsworth, Kan.—The Aaron Kipp Grain & Ice Co. has succeeded the U. S. Eltr. & Cold Storage Co., W. W. Goodwin having sold his interest to Aaron Kipp for \$3,550. The plant will be overhauled and put in good running order.

Topeka, Kan., May 4—Wheat very little damaged, generally in good condition and improving. Corn planting continued; corn up was generally frozen. Oats mostly in good condition, but growing slowly, some damaged.—Government Report.

Stafford, Kan.—The Zenith Grain, Live Stock & Mer. Co., incorporated, \$3,000 capital. The company will erect a 10,000-bu. eltr. and expects to be ready for the new crop. The officers are, J. R. Thompson, pres.; Mr. Cosgrove, treas., and R. C. Ardrey, secy.

Bison, Kan., May 6—The crop prospect is surely fine in this section of the country; never was better at this time of the year. With a fine rain last night the ground is well soaked and in fine condition; the frost of Apr. 29 did very little damage to the wheat. If present conditions continue until harvest, Rush county will raise the largest crop it has ever had.—G. G. Wiechen.

Jim Butler claims to have obtained subscriptions for \$50,000 for his farmers' co-operative shipping asso. and has called a meeting of subscribers to be held at Topeka, May 21, to complete the organization. The organization will be complete when it gets control of the farmers' cash. Farmers who have refused to join because they lost money in other co-operative schemes will have a chance later to tell their friends "I told you so."

Ogallah, Kan., May 7.—In the last 10 days we have had the widest extremes in weather ever known here. On Apr. 28 a high south wind with warm weather, followed by rain, wind changing to north and rain to sleet and then snow and at last a blizzard set in; we had 2 nights of severe freezing, 21 degrees by government instrument. Opinions vary as to extent of damage to wheat, but it is not thot to have been affected much. Barley about all killed. We are having too much cold rain.—C. D. Wetten, with Ross & Waldo, and government crop correspondent for Trego county.

Oswego, Kan., May 5—The crop prospects for everything are very poor over this section, regardless of government reports to the contrary. Wheat was put in in very poor shape last fall on account of the weather. It was very wet all winter, or until a very short time ago, and since it has turned dry the ground has baked as hard as a brick and everything is needing rain; wheat badly killed out in the low places and has a poor color in the higher ones, and none too thick on the ground in any place. Very little corn is up, but lots of oats just coming up.—The Oswego Seed & Grain Co.

KENTUCKY

Winchester, Ky., May 6—Wheat is looking well. Corn will be late planting; oats were sown late.—Goff & Bush.

Stamping Ground, Ky.—The grain and flour warehouse of the Stone & Stone Milling Co. burned May 1. Loss \$7,500, insurance, \$5,000.

Dycusburg, Ky., May 6—Continued cold weather, and frost on Apr. 29 and 30, has damaged the wheat crop considerably in this section. Unless warm weather and gentle rains come soon our crop will be very materially cut short. Corn planting is late. Not much old wheat or corn in

the country now for export.—F. B. Dycus & Co.

MARYLAND

Frederick, Md.—The grain warehouse of Thos. Emory burned Apr. 22.

Baltimore, Md.—Thos. H. Botts & Co. have relinquished their warehouse on Spear's wharf and have taken a suite of offices in the Chamber of Commerce building.

Baltimore, Md.—A conference was held at the Chamber of Commerce Apr. 25 between the receivers and exporters and representatives of the Pennsylvania R. R., to consider a remedy for the inadequate eltr. facilities of that company since the burning of Eltr. No. 3. The single eltr. remaining is a small house, with about half the handling capacity of the burned eltr. Congestion on the Pennsylvania terminals has been both constant and costly. Corn, the movement of which in transit had not been any too rapid, was held in cars at Baltimore 12 days to 2 weeks, solely on account of the poor facilities provided by that wealthy corporation. The quality of corn in a heating condition runs down very rapidly; the depreciation in value is easily \$400 per car in 5 days. Corn that graded mixed on arrival was held on track by the railroad until it became hot and rotten. The grain men suggested that the surplus be turned over to the Baltimore & Ohio Eltrs., which request was granted by Vice Pres. Murray of the B. & O.

MICHIGAN.

Bannister, Mich.—Meacham & Moulton have bot out C. Hankins.

Stanwood, Mich.—Frank Chilson intends erecting a 10,000-bu. eltr.

Stanwood, Mich.—Thos. Mitchell & Co. will buy grain the coming season.

Michigan bean dealers will find items of interest in our Pacific Coast column.

Jackson, Mich.—The M. C. Ry. will install a Weller Mfg. Co. outfit in its eltr.

The Michigan bean crop for 1901, as reported by the secretary of state, amounted to 4,639,398 bus., an increase of 1,626,962 bus. over the crop of 1900, and of 3,080,560 bus. over the crop of 1899. According to the reports of the U. S. census, the bean crop of the entire country in 1899 was 5,064,490 bus., or only 425,092 bus. more than the amount produced by Michigan 2 years later.

Lansing, Mich.—The bill introduced into the legislature providing for state inspection of hay, grain, seed and beans, has again been referred to the standing committee, and is practically dead. The bill had rather smooth sledding until a committee of the Detroit Board of Trade, consisting of J. T. Shaw, Wm. Carson and L. A. Parsons, exposed the scheme. Under the proposed bill all the small towns and cross roads would have an inspector, forming in the aggregate an army, all to be supported at the expense of the farmers. The revenue at most points would be insufficient to hire men of ability, and it would be impossible to supervise the work of isolated inspectors to obtain uniformity.

Lansing, Mich., May 10.—Wet weather delayed farm work materially and decreased the acreage of some spring crops. The condition of wheat May 1 is about the same as one month ago. Some damage has been done on low ground and on heavy clay soil; however, the cool, wet

weather has been, as a rule, favorable for the crop. Some correspondents report fly in the wheat, but as yet no great amount of damage has been done. The average condition of wheat is 89. The per cent of wheat sown in the southern counties that will be plowed up because winter killed is 2, in the central counties 4, in the northern counties 1, and in the state 3. The damage by Hessian fly is 3 per cent. One year ago the damage to wheat by Hessian fly was reported at 6 per cent. The total number of bushels of wheat reported marketed in the nine months August-April, is 3,201,431, which is 420,576 bus. more than reported marketed in the same months last year. At 59 elevators and mills from which reports have been received there was no wheat marketed in April.—Fred M. Warner, secretary of state.

MINNEAPOLIS

The Peavey Eltr. Co. has filed an amendment to its articles of incorporation by which the company may handle live stock, merchandise, coal and lumber as well as grain.

The Federal Eltr. Co., incorporated, \$250,000 capital. Incorporators, John R. Marfield, of Minneapolis, and Chas. Morse and Frank Horton, of Winona. Pres., J. R. Marfield; vice-pres., C. M. Morse; secy., Benj. C. Crangle, and treas., Frank G. Carnahan.

MINNESOTA.

Waltham, Minn.—E. J. Markham may install a new engine.

Reading, Minn., May 6—Weather cold and wet so far this spring.—Reading Grain Co.

Sauk Centre, Minn.—We consider the Journal the best we get for the money.—Lee & Gingery.

Hampton, Minn.—The Farmers' Co-operative Eltr. Co. has bot for \$5,200 the eltr. of Conrad Doffing and on May 10 will take possession.

Hastings, Minn.—The Farmers' Eltr. Co., recently organized at Vermillion, has bot for \$4,750 the grain eltr. of the Hastings Malting Co.

Crookston, Minn.—The Crookston Milling Co. is building its 300-barrel mill.—C. F. Johnson, with Red Lake Falls Milling Co., Red Lake Falls.

Waltham, Minn., May 2—Prospects not very encouraging in this vicinity; too much rain and ground very wet. Seeding about ¾ done.—E. J. Markham.

Pipestone, Minn.—W. W. Fletcher has bot the eltr. of the Cargill Eltr. Co. Henry Hanson is not a regular dealer at this station.

Atwater, Minn.—The eltr. of Dahl & Peterson burned with several thousand bus. of grain. Eltr. valued at \$4,000, insurance, \$2,500. Grain partly insured.

Winnebago City, Minn.—The St. John Grain Co. is improving and enlarging its plant, and will install a 5-h.p. gasoline engine, The Hubbard & Palmer Co. has just finished rebuilding its burned eltr.

Ortonville, Minn., May 2—All grain that is thru the ground is damaged more or less as, it has been frozen in most places.—Chas. H. Keith, secy. Farmers' Eltr. Co.

Fulda, Minn.—The G. Crossman Co., Inc., is being formed with a \$25,000 capital. The company will include Crossman & Brownjohn, Crossman & Wilson and

G. Crossman Implement Co., and will carry on a general grain, coal, live stock and implement business.

Duluth, Minn.—A third bin of the Peavey concrete eltr. burst May 4, spilling 35,000 bus. of flaxseed, which, however, was saved. Cracks had been observed, and the last collapse was expected. Like the others that broke, this bin was a part of the older work, which was built less substantially than the new section.

Campbell, Minn., May 4—Had very cold weather here last week with frost in the ground 1½ inches deep, but the wheat was not hurt altho early barley was badly damaged. Seeding is about completed except flax, of which there is very little sown; the ground is in fine condition and seed is in good shape. About the same amount of each kind of grain has been seeded here as last year. One farmer has seeded 100 acres of macaroni wheat, his 10 acres which he sowed last year having yielded about 35 bus. per acre.—T. S. Christie.

MISSOURI.

Kansas City, Mo.—The A. J. Poor Grain Co. will erect several eltrs. in Kansas on the U. P. Ry.

Rutledge, Mo.—Richardson & Co. have purchased an equipment of eltr. machinery from the Weller Mfg. Co.

St. Louis, Mo.—The American Grain Co., incorporated, \$25,000 capital. Incorporators, E. D. Simms, Frank Wuherman and L. D. Jamison.

Kansas City, Mo.—D. P. Frazee, formerly in the grain business at Minneapolis, has moved to Kansas City, where he intends to engage in the grain trade.

T. P. Gordon, St. Joseph, Mo., is presenting his friends with a perfect thermometer. The frame, which is aluminum, bears a splendid likeness of the donor.

Rutledge, Mo.—F. M. Smith is building a 7,000-bu. eltr., putting in machinery purchased from the Weller Mfg. Co. Mr. Smith will buy a 6 to 10-h. p. gasoline engine.

Huntsdale, Mo., May 4—The wheat plant is going back in this part of the county; does not look as well as it did a month ago.—J. W. Walshous, with the Huntsdale Milling Co.

Amoret, Mo., May 4—Wheat is looking very well; corn coming up poor, some having to be replaced. Oats not doing very well on account of late spring; acreage of both corn and oats large.—W. G. Reed.

Kansas City, Mo.—A petition to do away with trading in puts and calls on the Board of Trade found so few signers that the movement was abandoned. Members strongly favor trade in privileges.

St. Joseph, Mo.—The Board of Trade has rented a large room in the Chamber of Commerce building for trading quarters. The Board will begin business with about 85 members, and will conduct a sample market. For the present the Board will not deal in futures.

Kansas City, Mo.—The Burlington has plans made for building a 1,000,000-bu. house at Harlem, across the Missouri river from Kansas City. The Rock Island is expected to build more storage room in connection with other improvements the road is making. The Wabash will probably put in facilities for the better handling of the western Missouri grain business.

Sullivan, Mo., May 4—Corn planting is very much delayed by cold, wet weather. Oats look rather backward and acreage is small. Outlook for wheat is apparently fine, altho recent reports reach us that it is damaged in spots. Had a heavy frost Apr. 30 which ruined fruit and berries in sections of this country; other sections seeped entirely.—Jas. A. Clark.

St. Joseph, Mo.—The charge of \$5 made by the Burlington road for stopping cars in transit at St. Joseph to be inspected, and the same charge for reconsignment, are objected to by the grain dealers. The other roads make no charge for stopping grain to be inspected. Receivers interested in building up the St. Joseph market feel this is a discrimination in favor of Kansas City. The new Board of Trade will endeavor to have the fee abolished.

St. Louis, Mo.—The Grain Shippers Club, which was recently formed, has the following officers: Pres., John Wiedmer, St. Louis; first vice-pres., Oliver Denton, Leavenworth, Kan.; second vice-pres., A. Waller, Henderson, Ky.; third vice-pres., H. E. Halliday, Cairo, Ill.; secy. pro tem, Frederick W. Seele, St. Louis. The executive committee will consist of McA. R. Pierson, A. Gale and Louis S. Zorn, in addition to the officers. The club will work for a better understanding with buyers in southeastern territory with regard to the payment for grain shipped. An endeavor will be made to introduce in that part of the country those uniform methods that operate so smoothly in other sections.

Columbia, Mo., May 5—The month of April has been unfavorable for much progress in farm work. The soil has generally been too wet to work and the cold weather has retarded the growth of crops. Only 27 per cent of the corn crop was planted by May 1 compared with 68 per cent of the crop planted at the same time last year. Some corn is up, in the southern part of the state; but on account of poor condition of the soil and cold weather does not look well. Considerable damage was caused in some sections by frost the last days of April and first of May; conditions being 72 per cent compared with 90 per cent at the same time last year. The acreage will be slightly less than last year's crop. The total acreage for the state will be 7,507,000. The wheat crop has deteriorated during the month as shown by the average of all correspondents 5 points. A number of the largest wheat producing counties show the lowest condition, hence the actual deterioration is no doubt considerably more than what is shown by the average. The southwest and southeast sections, where the greatest loss is sustained, have 60 per cent of the total acreage of the state. The acreage of oats has been decreased 8 per cent below last year and the present conditions are low, 82 per cent compared with 79 per cent one year ago. Much of the acreage was planted wet and is in poor condition to stand drouth.—Geo. B. Ellis, secretary Board of Agriculture.

NEBRASKA.

Holmesville, Neb.—The farmers have organized a Farmers' Grain Co.

Trenton, Neb.—The Minden Grain Co. will make improvements on its eltr.

Moorefield, Neb.—W. H. Ferguson, of Hastings, has bot the eltr. of J. H. Swan.

A test of the Ramsey bill is said to be contemplated by Attorney W. J. Courtwright, of Fremont, Neb.

Read decision of Supreme Court regarding conversion of corn, in "Suits & Decisions," this number.

Schuyler, Neb.—Wells, Abbott & Nieman have bot an eltr. outfit from the Weller Mfg. Co.

Trenton, Neb., May 6—The crop outlook was never better.—Clark Marsh, agt., J. M. Sewell Co.

Blue Springs, Neb.—The Blue Springs Farmers' Eltr. Co. will make important repairs on its eltr. before another crop.

Plainview, Neb.—Corell Bros. will repair their eltr., build an engine house and may change from steam to gasoline power.

Ravenna, Neb., May 7—Winter wheat looks fine; no damage caused by late freeze. Corn planting just commenced; ground thoroly soaked.—H. R. Sheldon.

Hampton, Neb.—N. C. Christensen has retired from the firm of Christensen & Cox; and C. Carstensen, of Burr, will take charge of Eltr. A, having been hired by J. M. Cox.

Blue Springs, Neb., May 4—The recent hard freeze is supposed to have done material damage to the growing wheat and oat crop; possibly given it a slight setback.—Wm. Craig, mgr. Blue Springs Farmers' Eltr. Co.

Lincoln, Neb., May 4—Cold, wet week, with minimum temperature 6 to 20 degrees below freezing. Little or no farm work done this week. Wheat uninjured and looking well; oats very slightly damaged.—Government Report.

Table Rock, Neb.—The Hayes-Eames Grain Co. has made great improvements in its plant and remodeled it into a cleaning station for 10 different points. A night shift is to be employed. The improvements were made at a cost of several thousand dollars.

Giltner, Neb., May 6—Wheat generally looking well; some late sowing, where the seed got hot in the bins, is poor stand and will have to be put to corn. The harvest will be a small per cent of the crop sown. Ground in fine condition for planting corn.—C. C. Berry.

Rogers, Neb., May 1—We are looking for a light crop of winter wheat in this section; late frosts and heavy rains have badly damaged the crop until it is only about 50 per cent as good as last year's crop at this time. Oats slow and backward; weather too cold. No corn planted yet; no spring wheat sown; very little rye acreage. Grade of last year's hard wheat was No. 4.—C. V. Beeman, agt. Wells-Hord Grain Co.

NEW ENGLAND.

Westerly, R. I.—The plant of John B. Eaton burned Apr. 22 with 16,000 bus. of grain. The mill and eltr. was built about 4 years ago and had a capacity of about 25,000 bus. Loss between \$20,000 and \$30,000, partially insured.

Greenville, N. H.—The grain eltr. and hay barn of O. D. Prescott burned Apr. 25, the second time in the past year. Loss \$20,000, partly covered by insurance. The fire is thot to have been of incendiary origin and the authorities of the town in conjunction with Mr. Prescott have offered a reward of \$400 for evidence which will lead to the conviction of the guilty parties.

Boston, Mass.—Hot corn would be rare if all shipments were handled with the dispatch given one shipment thru Boston recently. The 157,613 bus. corn was

shipped from Chicago via Buffalo and the New York, New Haven & Hartford Road. It was started from Chicago the morning of Apr. 16; reached Buffalo Apr. 20; was transferred from steamer to eltr.; loaded into cars, made up into two trains; started for Boston by way of Newburgh, N. Y., and moved with such dispatch that it was pouring into the holds of the steamer in Boston on the morning of Apr. 23, 7 days from the time the corn left Chicago.

NEW JERSEY.

Jersey City, N. J.—The Calumet & Western Eltr. Co. incorporated, \$500,000 capital. Incorporators, K. K. McLaren, Louis B. Dailey and W. H. Akers.

NEW YORK.

Brooklyn, N. Y.—One of the workmen trimming oats for the Fulton Grain & Milling Co. was smothered in the pit May 2, having misunderstood an order to make way for the grain.

Buffalo, N. Y.—M. L. Crittenden, proprietor of the Eldad Corn Milling Co., died Apr. 28. Mr. Crittenden had been a grain merchant in Buffalo for 42 years and at the time of his death was superintendent of the Board of Trade building.

New York, N. Y.—Henry D. McCord, head of the firm of Henry D. McCord & Son, export grain merchants, died at Ossining, Apr. 26. Mr. McCord entered the grain business in 1857 and was a member of the Produce Exchange, having been pres. from 1894 to 1898.

New York, N. Y.—The special committee of the Produce Exchange on commission rules reported in favor of a complete revision of the rules and the appointment of a standing committee on commission rules, to investigate alleged violations. The recommendations of the committee were adopted by the Board of Managers at a meeting Apr. 23. The commission for the round turn on 5,000-bu. lots is $\frac{1}{8}$ cent. The brokerage rate is $62\frac{1}{2}$ cents per 5,000 bu. Members who clear thru other firms shall be charged 75 cents on 5,000-bu. lots not carried over night. All solicitors are required to furnish the member for whom they act the name of the principal on every transaction. No solicitor shall be paid in any way or receive any valuable consideration for business sent to the member in the solicitor's name or for his own account. The employing member is allowed to pay not to exceed 20 per cent on one-sixteenth business, or 30 per cent on one-eighth business, of the commission paid for all business obtained. A solicitor who is found guilty of irregular dealings or of making rebates or concessions shall have his name stricken from the list of registered solicitors.

BUFFALO LETTER.

E. W. Eames, builder and part owner of the Electric Eltr., has returned from his winter in California.

The state wheat crop is suffering from the peculiarities of the weather, first very wet and then very dry. The crop is looking very yellow.

Considerable wheat is now coming in by lake from Fort William, but the amount is not yet so large as it was last season.

New-shelled corn is now coming in on track, in much better condition than the winter-shelled, but the average of both corn and oats is still very low in grade.

The amount received by rail is larger than was expected.

The eltr. pool has not yet cut off its charges for the elevation of canal grain, but the Kellogg, which is in active operation outside of the pool, is charging only a quarter cent, which is said to mean that neither will make any charge very long.

The Merchants' Exchange banquet to Col. Symons on the 8th is a most deserved tribute to a government engineer who rendered invaluable assistance to Buffalo while stationed here. But for his active promotion of canal enlargement the project might have been dead.

An extensive lake vessel owner said the other day that he was certain the day was not far off when Duluth as a lake shipping point for grain would be superseded by Fort William. A Buffalo business man adds that milling of foreign wheat in transit will follow and the grain will be turned into flour here for export.

A bad misunderstanding exists between the Iron Eltr. Co., the Lake Shore transfer and Weighmaster Shanahan of the Merchants' Exchange. Not finding the weights coming in from that elevator to his satisfaction, Mr. Shanahan changed the weighmen. Then the elevator locked the new men out and is now doing its own weighing. It is hoped that the difficulty will be fixed up before long, as it complicates business badly.

Good reports come from the canal boatmen, considering what they stand for now. It looked pitiful to note that they could muster only about 25 loaded boats to begin the season with, but they have hopes of better things some day. Too bad that most of those who waited so long for the enlarged canal are either dead or out of business. Canal freights are $4\frac{1}{4}$ cents on wheat and 3 cents on oats to New York. Corn is not in condition for canal shipment.

The average amount of damaged grain coming into port this season is very small. The steamer Iron King arrived from Chicago with a full cargo of corn so hot that a part of it will have to be kiln dried. Some grain men are inclined to blame Chicago for shipping such stuff, but others say the cargo had been in 19 days, so the blame should be divided at least. The steamer Phoenix was caught in a storm on Lake Superior and wet 446 bus. of wheat. These are the chief losses so far.

The incorporation of the Niagara Mill & Eltr. Co., made at the end of April, is the official announcement of the building of an eltr. track transfer and feed mill combined for the Michigan Central interest on the west side of the city by the firm of Heathfield & Washburn and others. The work is already well under way. The capital stock is \$20,000. This is the second move to take care of the grain coming into the city through Canada, the International Eltr. and transfer standing on the Grand Trunk tracks.—J. C.

NORTH AND SOUTH DAKOTA

Hickson, N. D.—The National Eltr. Co. is enlarging its eltr.

Kenmare, N. D.—Putnam & Gray have built an eltr. F. L. Carr is mgr.

Viborg, S. D.—C. H. Olson, an individual buyer, it is said, will put up a house.

Harvey, N. D.—The Robinson Eltr. Co., of Duluth, has bot the eltr. of Anton Erne.

Granville, N. D.—The Granville Mer-

cantile Co. and Wm. Fanning are independent buyers.

Viborg, S. D.—E. C. Nelson, mgr. for the Atlas Eltr. Co., started on May 1 for a month's trip east.

Minot, N. D.—F. W. Roach, grain dealer, is bringing in work horses for sale to the new settlers.

Ramona, S. D.—The railway officials have staked off a site, 60x125 feet, for the farmers' eltr.

Elrod, S. D.—The Atlas Eltr. Co. has put in lumber in connection with its grain business.—C. J. Wheelock.

Grand Forks, N. D.—The eltr. of the Monarch Eltr. Co. burned Apr. 27 with a quantity of grain. Loss \$25,000.

Northville, S. D., May 2—Heavy frost has done some damage, how much will be able to tell after awhile.—Jessen & Lange.

Aneta, N. D.—A. O. Cornwell has bot the line of eltrs. of Burgess & Dillenbeck, which are situated at Aneta, Blabon and Sharon.

Viborg, S. D.—The Atlas Eltr. Co. is installing new dump scales, moving its office and will install a grain conveyor in its 10,000-bu. annex.

Oldham, S. D.—The farmers have organized an eltr. company and J. E. Bowell, secy., has let the contract for the erection of the eltr.

Norwich, N. D.—Geo. Lippman will sell his eltr. here and intends building 2 eltrs. on the new branch of the Great Northern, which runs north to the Canada line.

Jefferson, S. D.—The Sioux Grain Co. has been dissolved. I. Knudson has retired from the company and takes the eltr. at Akron, Ia., and O. D. Whitney and H. J. Thode will continue the business under the old name.

Kenmare, N. D.—The Kenmare Milling Co. intends building several eltrs. on the Soo road for the storage of grain which can be shipped to the mill as wanted. The company is short of wheat and is not able to secure more.

Minot, N. D., Apr. 30—A large increase in wheat acreage will be made in this vicinity this year as flax prices are low. The weather in the vicinity of Granville is not very favorable for seeding as it is cold and dry; no flax seeded there yet but wheat seeding is about done.—F. W. Werdin.

Hurley, S. D., May 2—A cold, backward spring but small grain looks good except barley which has been hurt by cold weather. Of grain sown, wheat is only 50 per cent of last year, barley and corn about 30 per cent more and oats about the same as last year.—W. J. Patrick, mgr. Farmers' Co-operative Eltr. Co.

Huron, S. D., May 4—Weather abnormally cool, rain Tuesday opportune; protecting snow Wednesday and temperature considerably below freezing Thursday. Small grain foliage damaged generally, but now showing unexpectedly even recovery, and the extent of damage is uncertain; no material permanent injury to spring wheat is anticipated, but some to oats and barley. Wheat sowing unfinished in northern portions.—Government Report.

OHIO.

Kalida, O.—Grismore & Nartker have sold out.

Tama, O.—David Kester is installing a New Era Passenger Eltr bot of Philip Smith.

Alvada, O.—P. J. Thompson & Son have leased an eltr.

Middlepoint, O.—Ireton Bros. will erect an eltr.

Plankton, O.—P. J. Thompson & Son are erecting a hay barn.

New Washington, O.—P. J. Thompson & Son are building an eltr.

Corwin, O.—Henry Jay is building a 20,000-bu. eltr., 38x40 feet.

Middletown, O.—The F. O. Diver Grain Co. has completed the remodeling of its eltr.

Lafayette, O.—J. L. Heath is having Philip Smith equip his eltr. with machinery.

Swanders, O.—J. F. Robinson has installed a Smith's Improved Overhead Dump in his eltr.

Pioneer, O.—J. P. Hanna intends building an eltr. as soon as the town is reached by a railroad.

Jonestown Sta., O.—Sheller & Disher are enlarging their eltr. to twice its present capacity.

Greenville, O.—David Kistner is improving his eltr. and installing the Constant Pat. Chain Feeder.

Trenton, O.—The F. O. Diver Grain Co. has overhauled its elevator and now has it in complete running order.

Ridgeway, O.—John Brungard is making improvements and installing machinery furnished by Philip Smith.

Athens, O., May 7.—Wheat looks fair; I think acreage not very large. Backward spring for farmers.—W. H. Herrold.

Middletown, O.—The machinery for the F. O. Diver Grain Co. is nearly all installed. Philip Smith had the contract.

Rush Station, O.—Kester & Bailey are installing 1 of Philip Smith's improved elevator heads and a self cleaning boot.

Troy, O.—A new eltr. is to be built at Farrington. The old distillery which is being used for an eltr. will be abandoned.

Lowellville, O.—The plant purchased of the Lowell Milling Co by the Elks Milling & Mfg. Co has been burned and may be rebuilt.

Rosewood, O.—Edw. Buroker has begun the erection of an eltr. on the Detroit Southern. The machinery will be furnished by Philip Smith.

Morral, O.—The Morral Eltr. Co. incorporated, \$50,000 capital. Incorporators, E. Brown, John Washburn, S. S. White, O. P. Shoots and John Owings.

Ottoville, O.—E. L. Oldenweller has let the contract to Philip Smith for additional machinery for his eltr. at Ottoville and to equip an eltr. at Douglass.

Cincinnati, O.—The Union Grain & Hay Co. has purchased a New Era Passenger Eltr. 117 foot lift and 250 pounds capacity from Philip Smith to be installed in its new eltr.

Piqua, O.—Spencer Slauson Grain Co. is remodeling its eltr. and installing 1 of Smith's Improved Eltr. Heads and self-cleaning boot and a 27-ft. improved chain drag feeder.

Akron, O.—Botzum Bros. are building a 25,000-bu. eltr. to replace that burned last winter. The building is to be 50x45 feet and 36 feet high. They are also building a feed warehouse.

Montezuma, O.—J. M. DeWeese has installed 1 of Philip Smith's Ohio Shellers and has also let an Ohio Sheller and

2 of Smith's Improved Eltr. Heads and Boots for his house at Yorkshire.

Troy, O., May 7.—The planting of our spring crops is in full progress. Wheat is promising us a full crop; oats are somewhat late on account of the cold and wet spring. W. M. Farris, R. F. D. No. 4, Troy.

The Ohio state crop report estimates the condition of wheat May 1 as 92 per cent. compared with 96 a month earlier; and the probable yield at 39,400,000 bus. The oats area will be reduced by about 120,000 acres.

Portsmouth, O.—The first meeting of the new council of Portsmouth was largely attended by members, city officials and citizens, to hear the address of Pres. H. S. Grimes, who was recently elected chairman.

Cincinnati, O.—The grain committee of the Chamber of Commerce had a hearing May 4 on a car of corn that had been graded No. 2 by the inspectors, but which was found to be in a very bad condition under the surface on arrival at destination, Maysville, Ky. The corn was bot of Gale Bros by Loudon & Co. It is alleged the car was loaded with bad corn below.

Cincinnati, O.—Hot corn has given a lively time to all parties connected with a shipment of 5 cars recently. The Union Grain & Hay Co. started the ball rolling by an attachment against W. H. Merritt & Co., of Chicago; and Sheriff Jones, who executed the writ, was made defendant in a suit by the Bank of Montreal for \$2,000 damages to the corn. The bank and the Union Grain & Hay Co. have buried the hatchet long enough to cool off the corn by unloading and running thru the eltr.

PACIFIC COAST.

Pullman, Wash.—The large warehouse owned by the Tacoma Grain Co., but used for storage purposes by a hardware company, burned Apr. 28.

Alto, Wash.—The eltr. and 2 warehouses of the Pacific Coast Eltr. Co. burned Apr. 29 with 8,000 bus. of barley. Loss, about \$20,000, insurance \$12,000.

Covina, Cal.—The Griffith Bros. Milling Co. incorporated, \$100,00 capital. The company will build a mill and 80,000-bu warehouse, the mill to be of concrete.

Covina, Cal., Apr. 23.—Barley will be good in most localities. Wheat about ½ crop on account of the cold, damp weather during the past month, but hot weather later will benefit it. Oats good, but small acreage.—Geo. W. Griffith, Jr.

San Miguel, Cal., May 2.—The result of this season's crop is somewhat problematical at this time, as we need rain, and that badly, right now, with no prospects of any in the immediate future. The prospect for a large crop of wheat was very bright until a few days ago, but unless we get rain very soon the yield will be materially reduced. Our hay crop, however, will be large.—W. A. Wilmar, agt. Southern Pacific Milling Co.

PACIFIC COAST LETTER.

Portland, Ore.—The overstocked and dull oat market that has prevailed in this state for months past has been greatly relieved by a sudden demand for oats from Utah and Idaho.

Ventura, Cal.—Marion Cannon, prominent bean grower of this county, estimated the bean acreage this season at 30,000, considerable less than was sown

last year, on account of a large amount of land that was formerly given to beans being now devoted to sugar beets.

Eastern corn, clear white and yellow, is being freely offered by Denver, Colo., and Kansas City, Mo., dealers, but it is not a rapid seller. Commission men out here do not care to handle corn from the east and middle west, as the eastern eltr. men send samples to everyone in town known to be in the grain business, hence the mills and large consumers deal with the eltrs. direct.

San Francisco, Cal.—The local wheat market is at a standstill, both spot and futures being dull. Demand on European account has subsided entirely, owing to the extreme high prices ruling here, and, altho supplies are low, there is enough wheat in the state to tide us over to the new harvest. Wheat prices are nominal and, in the absence of any decided demand, would be hard to quote.

The crop of all grains in California will be large this season, and, as there is every prospect of a heavy early demand from Europe, for Pacific Coast grain, it is an assured fact that there will be a lively shipping movement at the very outset of the new season, and consequently ship owners will be able to recuperate their losses in having their ships laid up for months past.

San Francisco, Cal.—Since last writing there have been only 2 grain carriers chartered at this port, 1 a ship for Port Costa, Cal., loading, and the other a steamer to sail from San Francisco to load at Portland, Ore. The rate for the sailing vessel was 14s.6d. and the steamer is reported to have accepted a Portland loading rate of 21 s, which is about as low a rate as a steamer has ever taken. Business in charters from now on will be practically nil, as supplies of grain are about exhausted.

Seattle, Wash.—The weather bureau says, regarding crop conditions in Washington, that grass has taken a good start and pasture is very much improved. Winter wheat, which was found to have been badly frozen out in some localities, so as to require resowing, has begun to make progress. The early sown spring wheat is well up and growing nicely and spring seeding is about completed. The conditions of soil and weather are favorable, and, altho the spring is late, prospects for all crops are considered excellent.

San Francisco, Cal.—The barley market, which for a couple of months has ruled slow and declining, has suddenly taken a turn upward on the strength of a rumor that Seattle, Puget Sound and Victoria, B. C., are short of barley, as well as hay, and will look to San Francisco for supplies. Millers are anxious buyers of barley, which they are rolling and preparing to ship north. If this demand pans out as well as anticipated, it will boom barley here, as the amount stored in this state, while sufficient for the state's requirements, would become very short in the event of an outside demand.

San Francisco, Cal.—Considerable inquiry for white beans, also for bayos and pinks, with the market for these grades moderately firm, but no improvement in quotable rates. Very few small whites are offering, trading being confined mainly to large whites and Lady Washingtons. The greater portion of the present stock of beans is in the hands of the dealers, who put in a heavy stock early in the season at higher prices than can be realized for

their holdings at the present time. Limas and black-eyes are in good supply and are selling slowly, compared with the movement in other grades. Eastern demand for beans at present is not brisk.

San Francisco, Cal.—An unusual demand for hay has sprung up and dealers are doing a rushing business. Owing to unsatisfactory weather conditions there has been very little green feed in the Puget Sound country and in British Columbia, and hence dealers on the Sound and in Victoria have turned to California for hay and are booming this market. This demand comes to San Francisco dealers in the nick of time, as they were heavily stocked and would have lost money on a heavy amount of hay carried over into next season, but, as it is, they are shipping thousands of tons by every vessel sailing for the Sound and Victoria. Under the influence of this extraordinary demand the market has jumped nearly \$2 a ton and will probably advance still more. At this writing choice grades of hay are selling up to \$16 per ton f. o. b. boat here.—R. E. W.

PENNSYLVANIA.

Germantown Junc., Pa.—The equipment for the 100,000-bu. house of the Penn. R. R. has been purchased of the Weller Mfg. Co.

Philadelphia, Pa.—The Milbourne Milling Co. has let the contract to the Barnett & Record Co. for the erection of an eltr. with a capacity of 150,000 bus., composed of 6 tanks of 25,000 bus. each.

SOUTHEAST.

Savannah, Ga.—The Savannah Grain & Supply Co. incorporated, \$5,000 capital. Incorporators, J. A. Huger, Paul T. Haskell, J. K. Bedel and others.

Atlanta, Ga.—Geo. W. Brooks was married to Miss Foster Sue Jones, Apr. 29, at Canton. Mr. Brooks has a large grain and flour business, is the pres. and principal owner of the West Nashville Steel Eltr. & Storage Co., at Nashville, Tenn., and is largely interested in the grain trade at Memphis. Mr. and Mrs. Brooks will make an extended trip thru the west.

Cheswold, Del., May 1.—Wheat on high land is looking good; on low land very poor, as the wet weather is drowning it out. Farmers do not look for a big yield, as the weather is against it. Corn is being planted. No wheat in this part of the country and corn was all shipped in Dec. and Jan. Weather very cool to-day, but has been very warm for the past few days.—W. T. Hardcastle.

SOUTHWEST.

Bushyhead, I. T.—Wm. Majors will erect a 10,000-bu. eltr.

Eufaula, I. T.—The Eufaula Grain & Milling Co. incorporated.

Anadarko, Okla.—The El Reno Mill & Eltr. Co. will erect an eltr.

Blackwell, Okla.—The Kay County Milling & Eltr. Co. has succeeded the Maxwell Milling Co.

Mingo Sta., Ind. Ter.—Sam C. Clark will put in scales and buy this season.—J. N. Corwin, Dawson.

Nowata, I. T.—The Rea-Patterson Milling Co. will enlarge its eltr., doubling the capacity.

Glencoe, Okla.—The eltr. of J. E. Coyle & Son burned Apr. 24 with about 1,000 bus. of wheat. Loss \$5,000, partly insured.

Peckham, Okla.—A Farmers' Co-operative Asso. has been formed and a \$3,000-eltr. will be built.

Thomas, Okla.—Manny & Canavan, of Weatherford, will erect a 60,000-bu. eltr. and a 200-barrel mill.

Leger, Okla.—The Leger Milling Co. incorporated, \$25,000 capital. Incorporators, L. T. Rhode, C. M. Jackman and C. C. Hightower.

The promoters failed to effect the proposed combination of rice mills in Louisiana and Texas to regulate the price of rice.

Oklahoma, Okla.—The Smith Grain & Eltr. Co. incorporated, \$15,000 capital. Incorporators, C. D. Smith, G. N. Teague, R. W. Johnston and others.

Vinita, I. T., May 4.—Wheat backward and thin on ground thruout the territory. Fruit crop lost and corn cut down by late frost.—Brinson & Patterson.

Saltfork, Okla., May 5.—Wheat is looking fair in this locality; oats backward. Corn planting all done; some early corn damaged by frost.—Michael Nolan.

Mountain Park P. O., Okla.—The Mountain Park Mill & Eltr. Co. incorporated, \$15,000 capital. Incorporators, Mark Roberts, W. P. Bryan, W. J. Stubblefield and others.

El Reno, Okla.—The Heger Mill & Eltr. Co. has been incorporated at Heger, a new town in Greer county, \$25,000 capital. Incorporators, S. J. Jackman, C. M. Jackman and H. F. Rhode, of El Reno, and E. C. Hightower, of Heger.

Little Rock, Ark.—The eltr. of T. H. Bunch burned May 1. Loss, \$75,000; insurance, about \$45,000. It is thought that a gasoline engine, situated near the center of the building, was the cause of the fire, as the flames were first seen near it.

New Orleans, La.—The grain shipped from this port on vessels clearing for foreign ports during the month of Apr., according to the report of R. McMillan, chief inspector of the New Orleans Board of Trade, amounted to 1,024,244 bus. of corn and 1,480,440 bus. of wheat.

New Orleans, La.—The grain exports during the month of Apr., as reported by H. S. Herring, secy. of the New Orleans Maritime & Merchants' Exchange, amounted to 1,487,949 bus. of wheat and 1,026,449 bus. of corn, compared with 700,970 bus. of wheat and 77,011 bus. of corn for Apr. 1902. Of the total amount of grain exported during Apr., 2,454,398 bus. were inspected by the Exchange.

TENNESSEE

Tullahoma, Tenn. Apr. 21.—Wheat in this country is fine, better than I have ever seen it at this time of the year. Prospects for corn are very good; not much planted yet on account of so much rain.—Hugh Ledford.

Union City, Tenn., May 5.—Wheat is improving some, but will not make more than half a crop. Corn crop is about half planted; early corn is coming up badly and a good part of it will have to be planted over. Clover and grass looking fine.—S. S. Alexander.

Talley, Tenn., May 5.—The wheat crop in this locality does not look as well as it did a month ago, probably owing to cold nights and slight red rust. Corn planting is later than usual owing to backward spring; considerable corn yet to plant. Land is becoming hard and in bad condition.—J. S. Conrad.

TEXAS.

Mexia, Tex.—The grain warehouse of J. J. Beckham burned Apr. 28. Loss, \$20,000, partly insured.

Aubrey, Tex.—The Aubrey Grain & Eltr. Co. will commence business on the opening up of the new season.

Gainesville, Tex.—The Whaley Mill & Eltr. Co. is installing Smith's Overhead Dumps in its eltrs. at Gainesville and Myra.

Beaumont, Tex.—The grain and hay warehouse of J. S. Gordon & Co. burned Apr. 29. Loss, \$2,000, well covered by insurance.

Ft. Worth, Tex.—The Boaz Grain & Feed Co. incorporated, \$3,000 capital. Incorporators, David Boaz, John Scharbauer, G. H. Colvin and others.

Denton, Tex.—The Alliance Mill & Eltr. Co. has equipped its eltrs. at Denton and Ponder with 1 each of Smith's Improved Overhead Wagon Dumps.

Aubrey, Tex., May 5.—Wheat is doing nicely, considering the dry weather; a rain just now would increase the yield from 25 to 100 per cent.—Aubrey Roller Mills.

Brownsville, Tex.—The Merchants & Planters' Rice Milling Co. incorporated, \$125,000 capital. The company will operate rice mills and warehouses to store rice and other grain. Incorporators, Wm. M. Ratcliffe, John T. Daily and F. E. Daily of Brownsville.

Corsicana, Tex., May 5.—Wheat crop a total failure. The fall sowing of oats very poor, owing to the continued drought, is now heading out and will have to be mowed for forage; spring oats have time to make a crop if we should have a good rain in 10 days; acreage in this county 40 per cent of last year's.—W. H. Matchett.

Galveston, Tex.—The exports of grain for the 8 months prior to May 1, as reported by C. McD. Robinson, chief inspector, were: Wheat 9,640,576 bus., compared with 4,388,953 bus. for the same period of 1901-2, or an increase of 5,251,623 bus.; corn 4,340,015 bus. and rye 12,064 bus., compared with no corn or rye for the same period of 1901-2.

Sherman, Tex.—W. O. Brackett & Co., grain dealers, have just completed a mill for grinding corn, the entire equipment having been purchased from R. C. Stone, southwestern agt. for Barnard & Leas Mfg. Co. The mill has a capacity of 300 barrels of meal and from 1,000 to 1,200 bags, of 100 pounds, of feed per day, and is run by steam, 60 h. p.

Garland, Tex., May 5.—Wheat is heading, but dry weather is hurting it, also oats and corn. Frost on May 1, latest in 25 years, killed cotton and injured corn, potatoes, etc. Present indications are for rain; should it fall in the next few days wheat and oats may make $\frac{3}{4}$ of an average crop; corn would be very materially helped; its prospects are good.—G. W. Crossman.

Sherman, Tex.—There are very few eltrs. as yet in Texas, but we are coming to the front in that respect as fast as we can. If nothing happens to our present fine prospects for a wheat crop we will see the need of more of them to handle it. Other crop prospects are not any too good on account of excessive rains delaying the planting of oats, corn and cotton.—J. P. Harrison.

TEXAS LETTER.

Troubles in freight rates continue and a number of important matters are to be placed before the state railroad commission at Austin on May 19.

Dallas, Tex., May 5.—The market for grain continues good, but buyers are taking grain only for immediate use; prices remain practically unchanged and all grain on the market is coming from the north.

Galveston, Tex.—The export grain received this season to May 2 is: Wheat, 13,109 cars, compared with 4,944 cars for the same period of last year; corn, 4,069 cars. Of grain now on hand for export there are 957,380 bus. of wheat and 1,956 bus. of corn.

The results of the severe frost, which occurred on the night of Apr. 30, are to some extent problematical as yet, but it seems from the various reports that not much damage was done the different crops and that grain is not hurt to any extent either in Texas or the territories.

Ft. Worth, Tex.—The executive committee of the Texas Grain Dealers' Assn. met Apr. 27 at the Worth Hotel. The meeting was called for the preparation of a program for the state convention to be held May 21 and 22 at Houston. The committee discussed the matter of freights and the condition of the grain crop. It was the consensus of opinion of those present that the chance for a good crop in Texas was very fair this year.

The program for the fifth annual meeting of the Texas Grain Dealers Assn., to be held at Houston, May 21 and 22, embraces the following subjects:

Will Subordinate Organizations of Local Grain Dealers be Beneficial to the Grain Trade of the State? By J. B. Pondrom, of Pilot Point; criticised by E. H. Crenshaw, of Fort Worth.

How to Make Drafts with Bills of Lading Attached Cash Items; Its Advantages.—By J. T. Stark, of Plano; criticised by C. P. Shearn, of Houston.

How Can the Interest of the Texas Grain Dealer and the Texas Miller be Made More Mutual.—By Frank Kell, of Wichita Falls; criticised by Eugene Early, of Waco.

Should Our Arbitration Rules be so Changed as to Permit Unconditional Appeal to the Executive Committee and to the National Arbitration Committee?—By H. H. Haynes, of Gainesville; criticised by T. M. Sleeper, of Waxahachie.

If Corn Will Grade No. 2 in Kansas City, Why Will It Not Grade No. 2 When It Reaches Texas?—By J. A. Hughes, of Howe; criticised by S. H. Ransom, of Fort Worth.

Is State Supervision of Weights and Grades Preferable to That of Commercial Bodies?—By J. J. Hanna, of Galveston; criticised by H. B. Sears, of Valley Mills.

The Interest the Texas Grain Dealers Have in a Proper State Exhibit at the St. Louis World's Fair.—By Capt. J. P. Harrison, of Sherman.—J. S. W.

WISCONSIN.

Milwaukee, Wis.—Membership certificates in the Chamber of Commerce are selling for \$525.

Platteville, Wis.—The Weller Mfg. Co. has sold an outfit to the Taylor Feed Co. for its eltr.

Fond du Lac, Wis.—The Northern Grain Co. has bot from the Weller Mfg. Co. an outfit for its eltr.

Walworth, Wis.—The Milwaukee Eltr. Co. is building an addition to its eltr.

Fisk, Wis.—A. T. Saunders has handled about 3 times as much grain this season as ever before.

Do not fail to peruse carefully the two excellent papers read by the state secys. at the Milwaukee meeting.

Cobb, Wis.—Am much pleased with the Grain Dealers Journal, and do not want to be without it.—A. E. Thomas.

De Pere, Wis.—The A. G. Wells Co. is installing a Monitor Separator with a capacity of 1,500 bus. per hour.

De Pere, Wis., May 1.—Crop prospects are all right, so far as winter conditions are concerned.—A. G. Wells Co.

Mosling, Wis.—The W. W. Cargill Co. has bot the eltr. here and is said to be negotiating for others in the county.

Askeaton, Wis.—The A. G. Wells Co. has remodeled its flat house into a 12,000-bu. eltr. and installed a gasoline engine.

Our Wisconsin readers no doubt are pleased to know that the Wisconsin Grain Shippers' Assn. is a reality. Every regular dealer should give it his hearty support and make it an attractive success to non-members.

Milwaukee, Wis.—The defeat of the puts and calls bill in the Illinois legislature was good for the Chamber of Commerce, which is doing a heavy business in options on orders for privileges diverted from Chicago.

Madison, Wis.—The senate adopted resolutions Apr. 30 petitioning Congress to enact a federal grain inspection law. The vote showed the senators unanimously in favor of more political jobs for party workers.

Milwaukee, Wis.—Henry Manegold and Walter H. Izzard have been elected members of the Chamber of Commerce and Wm. K. Copenhaver, Abbott Lawrence and John J. Meizer have been reported upon favorably by the membership committee.

Milwaukee, Wis.—Work will begin at once on the fireproof eltr. of the Schlitz Brewing Co. for which the Barnett & Record Co. has the contract. It will have 550,000 bus. storage and a working house with 50,000-bu. capacity.

Sherman, Wis., Apr. 30.—Seeding is all done. Had 2 inches of snow to-day. Very large acreage of wheat sown and it with other grain is in fine condition. Of last year's crop 2/3 is still in farmers' hands, but will be put on the market soon.—Brooks & Root.

Governor La Follette has sent a special message to the legislature showing that the rates on grain from the west to Milwaukee are 17 to 34 per cent higher than the rates to Chicago for the same distances. The Governor argues that Wisconsin shippers need a state railroad commission to protect them from this discrimination.

A new bill creating a grain and warehouse commission for the state has been introduced in the Wisconsin assembly to take the place of the bill killed by the senate Apr. 29. The new bill contains three changes. The title is changed, creating a commission for the entire state instead of Superior alone. The new bill permits the drying, cleaning, treating and mixing of grain in special bins, under special supervision of the commission, and provides, after such treatment, for the reinspection of grain out into public eltrs. The third change provides for indemnify-

ing the state against loss by reason of the salaries of the commissioners. The fourth change provides that any eltr. or warehouse in the state may, on proper application to the commission, be given terminal weighing and inspection service, where practicable, by first entering into written agreement to pay the expenses. The bill passed the lower house May 7.

Seeds

The Ohio Department of Agriculture gives the clover area on May 1 as 92 per cent.

John Houchin, of Newton, Ill., contemplates erecting an elevator for handling seeds.

Plant something which will grow. Give us your opinion on the four best ads. in this number. See page 486.

B. Lamberson's Sons have discontinued the seed business at Portland, Ore. Their stock has been bot by the Portland Seed Co.

The Buckbee Seed Co. is about to erect a 4-story stone and brick building at Rockford, Ill., to handle its increasing business.

M. J. Shields & Co., seed merchants of Moscow, Idaho, "have contracted with a grower near that place for 100 acres of corn-wheat."

The Allen Seed Co., of Three Mile Bay, N. Y., contemplates erecting a warehouse at Sheboygan, Wis., with space for 100,000 bus. of seed beans and peas.

The American Seed Co. has been incorporated at Detroit, Mich. The capital stock is \$25,000, and the incorporators are Jos. L. Gillespie, Chas. W. Latham, John Bingen and Jos. J. Gillespie.

The practice of fall seeding is on the increase. It is found that when timothy and clover are sown in late summer or even as early as July, on land that has been properly prepared, a full crop of hay can be cut the succeeding summer.—Whitney-Eckstein Seed Co.

Clover seed receipts at Toledo for the week ending May 2 were 495 bags, compared with 627 bags for the corresponding week of last year; receipts for the season have been 96,435 bags, compared with 130,757 bags for the same period of last season.

Chicago received during the week ending May 9 756,000 lbs. timothy seed, 1,300 lbs. clover seed, 183,000 lbs. other grass seed and 25,000 bus. flaxseed; compared with 38,000 lbs. timothy, 17,000 clover, 81,000 lbs. other grass seed, and 34,000 bus. flaxseed, during the corresponding week a year ago.

Chicago shipped the week ending May 9 1,520,000 lbs. timothy seed, 69,000 lbs. clover seed, 59,000 lbs. other grass seed, and 6,400 bus. flaxseed; compared with 181,000 lbs. timothy, 6,500 lbs. clover, 354,000 lbs. other grass seed, and 1,700 bus. of flaxseed, during the corresponding week of 1902.

Eph Meddergrass—"I kinder think ez heow we otter hev a leetle more recerprossity in this country." Zeb Oatcake—"Heow be that, Eph?" Eph Meddergrass—"Waal, congriss hez bin sendin' us garden seeds fer years, an' we hed otter pitch in an' send sum hayseeds tew congriss, b'gosh! Haw! haw! haw!"

Clover seed shipments from Toledo for the week ending May 2 were 970 bags, compared with 2,350 bags for the corresponding week of last year; shipments for the season have been 121,489 bags, compared with 131,826 bags for the same period of the preceding season.

The condition of meadows and pastures in Michigan on May 1 was 94 per cent. The acreage of clover sown in the state and southern counties as compared with 1902 is 93, in the central counties 92, and in the northern counties 96. The acreage of clover that will be plowed up because winter killed or otherwise destroyed is, in the state 4, in the southern counties 3, in the central counties 5, and in the northern counties 2.—Fred M. Warner, secretary of state.

Asked— Answered

TIME FOR SHIPMENT.

Grain Dealers Journal: Has the Grain Dealers National Asso. agreed upon any custom covering sales made for shipment within a certain time, say 30 days, as to whether Sundays and holidays shall be included or not in computing that time?—S. L.

Ans.: Under the rule adopted at the last convention of the Grain Dealers National Asso. "Shipments within any number of days shall mean to include day of sale, Sundays and legal holidays. On contracts maturing on Sundays or legal holidays shipment shall be made on preceding business day."

ASSESSMENT ON LEASEHOLD.

Grain Dealers Journal: Can a board of review of a town assess an elevator for leasehold right? The assessments of the Wheeler Grain & Coal Co., and Chas. Counselman & Co. were both raised from nothing to \$500 for leasehold right. The Iowa code is:

Sec. 1315. Grain, Ice and Coal Dealers. Each grain, ice or coal dealer shall be assessed upon the average amount of capital used by him in conducting his business. In estimating the amount of capital so used, there shall be taken into consideration the increase and decrease of the value of grain held in store, and upon the value of his warehouses, ice houses, granaries or cribs situated upon lands leased from railway companies or other persons, and upon the value, if any, of such leasehold interest.

The township assessor has nothing to do with assessing railroad property. The \$500 assessment was made by the board of review.—P. L. Rivard, Pocahontas, Ia.

BANK NOT LIABLE.

Grain Dealers Journal: Regarding case of O. R., on page 341 of Grain Dealers Journal of Apr. 10, we certainly do not think the bank is liable. They simply acted as collectors, and did as all banks do, took possession of the B/L until the draft was paid, to protect themselves. Whether they had the B/L transferred to them, or simply endorsed on the back in the usual manner, did not make any difference. In other words, the shipper was just getting the bank to advance him this money, and to protect the bank turned the B/L over to them. The bank is certainly not liable if anything should come up wrong at the other end of the line, for in

that event every time the bank took a draft, even with B/L attached, it would be necessary for them to find out all details of the transaction.—H. D. Cothran & Co., Rome, Ga.

INFORMATION ON CHARGES WANTED.

Grain Dealers Journal: On March 6th we shipped a car of oats to St. Louis. March 25 it was sold and reported to us as follows: Car 24225 I. C. sold 35½ track E. St. Louis. April 11 we received a letter stating the car was rejected, and resold and delivered in elevator at E. St. Louis @ 32½. This car was only sold the first time for No. 4 White, and oats had declined very badly between Mar. 25, the first time sold, and Apr. 11, the last time sold. They ask us to pay as follows: Freight, 14c rate, 59,850 lbs. \$83.79; Weighing .35c; Inspection .50c; Fire \$1.21; Switching \$2.99; Double Freight \$12.39; Car Service \$12.00; Reconsigning \$2.00; Sack Hire, 50c.

This car was a good No. 4 White Oats. Why was car held 17 days and then resold while demurrage was being added every day? In your opinion who should pay the following: Extra Car Service \$12.00; Reconsigning \$2.00; Double Freight \$12.39; Fire \$1.21; Sack Hire .50c. Yours, Hawkeye.

INDIVIDUAL AND LINE ELEVATOR OWNER.

Grain Dealers Journal: I note in issue of Apr. 25 that there were some very good replies to the inquiry as to what constitutes an "Individual" and "Line" elevator owner. The parties replying would seem to be sufficient authority on the subject while they do not seem to entirely agree among themselves. Allowing that the owner of two houses can be called a "line" elevator owner, I think that some name should be used and applied to the large concerns such as operate a number of elevators from headquarters at Minneapolis and Chicago.

I should have liked a more definite definition by C. A. May, Sec'y, as he is in the section where the large number of elevators under one management are known as "line" elevators and the "small fry." I think, are universally termed the "individual" owners, even though they own from one to ten elevators.

Frequently, in the discussion upon the grain trade situation, you will hear the statement made that the "line elevators" are monopolizing or controlling a certain section, or that a certain section is composed of "individual owners," without competition of the "line elevators."

By the interpretation we now have of "line elevators," I think the common language of the trade is very vague and unreliable, as there is no section but what a number of individuals own at least two or three elevators. I would be pleased to see the argument carried on until a definite understanding was had as to the use of the words.—J. C. M.

Grain Dealers Journal: As to the difference between "individual" and "line eltrs.," I consider individual eltrs. are those controlled directly by the owners. There may be 1, 2 or 3 of them, providing they are under the personal management of their owner, or the manager, if it is a corporation. I would cite as such personal elevators, J. M. Camp, Bement, 3; J. N. Hairgrove, 2; and Ross Hockaway, Oreana, 1.

I consider line elevators to be that class where a large number of elevators are

owned by one concern, who have headquarters at some one point and have machine buyers at each place, who simply obey the orders given them, and are in reality entirely subject to headquarters' direction. Among that class in Illinois are: Rogers, Bacon & Co., 50 elevators; E. R. Ulrich & Son, 35 elevators; Crocker Elevator Co., 7 elevators.

Edwin Beggs, of Ashland, has quite a number of elevators partially under his control, but his men have an interest in the business, each at his own station. I consider such an elevator as single and independent.—H. C. Mowry, Forsyth, Ill.

Supply Trade

The Chicago office of the Huntley Mfg. Co., Silver Creek, N. Y., has been removed to 32 Traders Bldg., 255 La Salle street.

The Allis-Chalmers Co. has had its general offices at its new location in the New York Life building, Chicago, since May 1. The directors recently declared the regular quarterly dividend of 1¼ per cent on the preferred stock.

The N. P. Bowsher Co., of South Bend, Ind., reports that the trade on feed mills is about over for the present season and matters at the factory have quieted down somewhat; and is a rather welcome relief, as the demand has been unparalleled during the past year and manufacturing facilities were taxed to the utmost.

The B. S. Constant Co., of Bloomington, Ill., has just issued a circular showing its new chain for handling all kinds of grain from dump sink or bins to elevator boot or sheller. Copies, with blue prints of the patent feeder for which this new chain was made, will be sent to readers of the Journal for the asking.

"Last December the American Grain Purifier Constructing Co. instituted suit against Caldwell & Barr of Earl Park, Ind., claiming infringement on grain purifiers. Since commencement of this suit the United States Patent Office has granted to Caldwell & Barr patents covering their process for purifying grain; and last month Judge Anderson, in the United States Court at Indianapolis, dismissed the infringement suit at plaintiff's costs."

A publication's censorship of the advertising admitted to its columns gives a ready index to its advertising value, as a publication that regularly refuses objectionable advertising is a perpetual bond between readers and advertisers, growing stronger with the years. Advertising in such mediums commands a wider reading because readers rely upon it, and a higher percentage of replies is assured for the same reason.—Printer's Ink.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., Maroa, Ill., include shipments to C. L. Dungan, Brimfield, Ill.; C. H. Whitaker & Sons, Ellsworth, Ill.; L. L. Newton, Adrian, Ill.; Pierce Grain & Implement Co., Union City, Ind.; Finch & Freeman, Dayton, Ind.; E. J. Buchanan, Grass Creek, Ind.; J. H. Myers, Croft, Ill.; Joseph W. Pauba, Solon, Ia.; Chas. H. Ruple, Chestnut, Ill.; M. J. Lee & Son, Kempton, Ind.; Samuel Mangas, Hartsburg, Ill.; John Nelson, Donovan, Ill., and John Dammann & Co., Dixon, Ia.

Light Weight Scales at Kansas City.

At a special session of the state board of railway and warehouse commissioners held in Kansas City, April 24th, evidence was submitted relative to tampering with the scales at two of the elevators of the Harroun Commission Co.

It developed that on April 6th Mr. Goodwin discovered that the nose irons had been moved on the levers of four sets of hopper scales at the Sun elevator, and on one set of scales at the Exchange elevator. That the work had been carefully planned was evidenced by the fact that a pencil memorandum was made on the woodwork, close to where the work was done, showing the exact distance of displacement of irons at each point, as for instance, "5-16 in.", indicated that the nose iron at that place had been moved just that distance, such being the case at each scale.

Mr. Goodwin, upon returning to his office, notified the Harroun Commission Co. of the matter and was informed by one of the firm, that "if any work had been done upon the scales their general manager, Mr. Maxwell, who had been employed at the elevator on that Sunday, would undoubtedly know all about it." They requested Mr. Goodwin to send an expert scale man to both elevators, to test and place in perfect balance all scales.

In accordance with this request, he sent for Fairbanks & Co's. expert scale man, Mr. King, and together after testing all scales in both elevators they ascertained the startling fact that four sets of scales in the Sun elevator had had the nose irons on levers displaced from 3-16 to 9-16 of an inch. As a result the scales were weighing the loads light, or in favor of the elevator to the extent of from 3 to 6 pounds per thousand. The set of scales at the Exchange elevator had also been manipulated to weigh in favor of the elevator 4 pounds to the thousand.

Briefly, the following, condensed from the sworn testimony of the witnesses called, developed. Mr. Goodwin, chief weighmaster, Mr. Barnes, deputy weighmaster, Mr. Martin, state weighmaster and Mr. King, expert scale man, found the changes referred to had been made on of about Sunday, April 5th.

Mr. Pate, the company's millwright, testified that he had been ordered on Sunday by Mr. Maxwell to enlarge the holes in the beams thru which the steelyard rods pass (and which rods were necessarily displaced by changes made on lever); that he had performed this work on Monday morning, the 6th.

Mr. Maxwell, general manager, admitted that he and Mr. Hanlon (the engineer) had been working in both elevators on the Sunday in question.

Mr. Jacobs, the "down stairs man," at the Sun elevator, testified that he had been ordered to elevate 44,000 pounds of wheat into the scale hopper on that day and that he understood they were repairing the scale (44,000 pounds is an average load, and is generally used in testing scales).

Mr. Collins, the "up stairs man," at the Exchange elevator, swore that late on this Sunday afternoon he had seen Mr. Maxwell standing at the beam of the scale, that had been "fixed," and Mr. Hanlon, with a wrench or some tools in his hand standing directly under said scale. Next it was proved by the employees that there were six scales in the Sun elevator, that the four scales tampered with were the ones used almost exclusively for receiving grain; that there were three sets of scales

at the Exchange elevator and the one displaced was the scale used for weighing grain unloaded at this elevator; and finally, after contesting every point strenuously, the attorney for the Harroun Commission Co. and also Mr. Harroun, admitted that all of said scales had been unquestionably tampered with, and displaced intentionally.

The fact that a state weighmaster was on the pay roll of the company running the Sun elevator, developed in the testimony, and that at a time when the state's man was absent on account of sickness, he had paid a Board of Trade weighmaster a small sum for doing his work in the elevator; and afterward had continued so to do. This matter had no bearing upon the case at issue, viz.—the tampering with the scales, they (these men) being entirely innocent in the matter.

The board of commissioners will render a decision in the matter of the tampering with the scales, Tuesday, in Jefferson City.

When the foregoing matter came to Mr. Goodwin's attention he immediately reported the same to the board of directors of the Kansas City Board of Trade, who will probably pass judgment upon the matter.

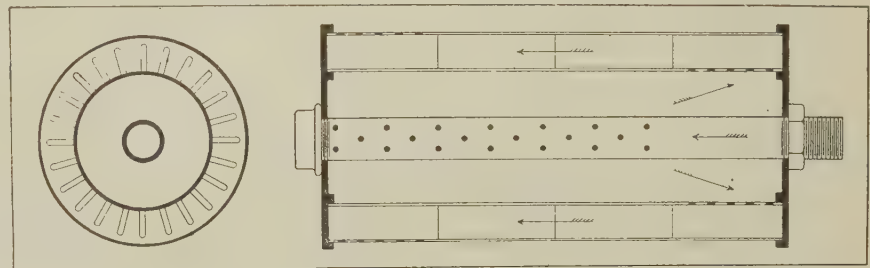
On April 28 the Board of Directors of

Muffler for Gasoline Engine.

Noise from the exhaust of some engines is more annoying than constant pistol practice, all the more so as improvements in mufflers have shown it to be unnecessary.

Instead of trying to prevent the creation of the sound right at the exhaust valve, inventors have so far contented themselves with expanding and lengthening the exhaust pipe by means of drums, deflectors and baffle plates. One of these devices that has been very successful in deadening the sound is the design of C. R. Sutton, of Waynesville, O., and is described in Popular Mechanics.

As shown in the drawing reproduced herewith the muffler consists of three shells having brass heads. Two of the shells are of sheet iron. The exhaust enters the muffler through the central pipe, which has a number of small holes its entire length, increasing in size near the opposite end. The second chamber has a row of holes around the first end only. The outer shell has its openings at the outer end. Riveted to the outer shell are three sets of vibrators, which are made from sheet steel, cut like the teeth of a comb and extending inward almost to the



Muffler for Gasoline Engines.

the Kansas City Board of Trade declared the Sun and the Exchange elevators irregular and notice of their action was posted on the floor of the board. It is reported that this action was not taken without considerable opposition, as everyone connected with the Harroun Commission Co. declared on oath that they knew absolutely nothing as to who tampered with the scales, and the company has detectives employed in an effort to find out who did it.

Louisiana's rice exhibit at the St. Louis exposition will occupy 2,000 square feet, and will consist of a model rice farm employing all the different methods. C. D. Babbit, designing engineer, solicits models of rice mills and machinery.

A car door that can be opened without spilling the grain or breaking the door has been invented by John Isaacson and Evan Evans, foremen of the planing mill and the car door shop of the Santa Fe road at Topeka, Kan. Letters patent have been applied for.

The failure of the government to push the prosecution of bucketshop operators for not paying the war revenue stamp tax on transactions is explained by the recent decision of Judge Philips at Kansas City. Had the defendant, C. C. Christie, made oath that he intended to engage in the bucket-shop business, which is a misdemeanor under the laws of Missouri, he would have incriminated himself, which no one can be required to do. The indictment against Christie was quashed.

middle shell. These aid in breaking up the sound waves.

Tests with a high speed engine showed very little back pressure with the muffler attached.

Investors in Tom Cleage's corn pool, who were rudely jarred by the loss of their margins, have just received a more severe shock. The Cleage Commission Co. has served notice on clients to remit \$160 additional for every \$100 originally invested, claiming the decline in December corn was so rapid the loss could not be stopped.

R. F. Patterson, consul general at Calcutta, India, reports that a full yield of wheat is estimated for the three eastern divisions and Oudh, and 90 per cent of a normal crop for the three western divisions; but in the Punjab and the Northwest Frontier Provinces the yield on unirrigated land, except in the submontane districts, is likely to be poor.

A Mississippi feed dealer turned down two cars of corn shipped by a Kansas City grain dealer, and the latter wired his southern agent to visit the town and get instructions by mail. The instructions were directed in care of the feed dealer for want of a better address. The letter was opened by the feed dealer who read with interest the exposure of his character and methods and the plan whereby the Kansas City shipper expected to force settlement. When the seller's agent arrived the buyer told him to "go to the devil."

Waiving Provision of Contract Forbids Its Enforcement Against Other Party.

Funsten Bros. & Co., St. Louis, Mo.

vs.
E. R. Ulrich & Sons, Springfield, Ill.

Submitted to the Grain Dealers National Association Committee on Arbitration.

The committee at a meeting held in Chicago, January 5th, 1903, unanimously find as follows:

On April 18th, 1902, Ulrich & Sons sold Funsten Bros. & Co., through Mr. W. L. Dumont, about 1,500 bushels oats, track Springfield, Ill., at 41½, 7c rate, E. St. Louis, 10 days shipment.

Funsten Bros. & Co. claim Ulrich & Sons \$2.31, that being the difference between the value of the amount of oats as weighed out at St. Louis, at 41½, and the draft which they paid for \$560 drawn on them by Ulrich & Sons.

Ulrich & Sons claim of Funsten Bros. & Co. a difference of 1c. per cwt. difference

21st waived their right to East St. Louis weights. In that date they wrote Funsten Bros. & Co.: "We note your billing on the oats different from what we got from W. L. Dumont. We understand you want us to bill them direct to St. Louis, and have ordered them billed accordingly. Will try and correct to St. Louis, and have ordered them billed accordingly. Will try and correct if not too late." That statement unquestionably indicated their willingness to permit the oats to be weighed in St. Louis, and waived their right to East St. Louis weights as provided in the contract. Having so agreed before the weighing was done they cannot justly claim later that their weights should govern because the oats were not weighed in East St. Louis.

On the question of which weights were right the decision must be made from the evidence presented. There is no evidence with the papers in the case to show how or in what manner Ulrich & Sons obtained the weights of the oats which they claim. In the absence of such evidence we must decide that the St. Louis weights shall govern.

The claim of Ulrich & Sons for one cent per cwt. allowance on freight is based on the rate of 7c. per cwt. named in the con-

Agriculture Building at the World's Fair.

The Palace of Agriculture at the Louisiana Purchase Exposition at St. Louis, is claimed to be the largest structure ever built for the reception of a single department, and is 15 per cent larger than any other building at the Exposition. It is 500x1,600 feet, thus containing a floor space of almost 20 acres. The cost of construction is \$530,000. This building and the Horticulture building are the only ones in the Exposition bearing color on the outer walls.

The building will be decorated in green with points of brighter color. Garlands, wreaths, and festoons of fruits and flowers figure in the color scheme. The architectural members, such as the cornices, and the piers between the mouldings, are left white.



Agriculture Building at the Louisiana Purchase Exposition, St. Louis.

in the freight rate, and the value of 3,460 lbs. of oats, the weights at St. Louis, being that much less than their weights, amounting in all to \$50.83. They allege that their own weights should govern because the oats should have been weighed at East St. Louis, as per contract.

Ulrich & Sons defaulted their contract in not shipping the oats within the time named in the contract. Funsten Bros. & Co. advised them that the contract time had expired and requested them to make other disposition of the oats.

On April 30th Funsten Bros. & Co. wrote Ulrich: "These oats arrived to-day, and seeing an opportunity to work them so as not to lose anything ourselves, and save you protest fees we paid your draft, — As soon as we get the weights will be pleased to account to you promptly and render to you for any balance that may be due you." On May 1st F. B. & Co. wrote Ulrich, "We wrote you fully yesterday that we paid your draft and took the oats and will account to you for that just as soon as we get the out-turned weights."

Later when F. B. & Co. accounted to Ulrich for the sale of the oats they did so as per the terms of the contract.

It is therefore decided that by their letters of April 30th and May 1st, Funsten Bros. & Co. waived the default of Ulrich & Sons, as to time and accepted the oats on contract, and that the manner of accounting for the sale of the oats further justifies that conclusion, whether intended or not.

Ulrich & Son base their claim for the shortage value, largely on the fact that the contract provides for East St. Louis weights, whereas the oats were weighed in St. Louis, and the weights not being such as the contract provided for, their own weights should govern. It does not appear to this committee that such contention in this case is well founded, for the reason that Ulrich & Sons by their letter of April

tract and the rate paid was only 6c. per cwt. It appears that Ulrich & Sons ship grain from different points in Illinois and from which the freight rate to St. Louis varies, so that in order to make the price in the contract definite, the rate of freight as well as the price per bushel is specified in the contract. Had the car of oats been shipped from a station taking the 8c. rate to St. Louis, Ulrich & Sons would have been required under the contract to pay 1c. per cwt. of such rate. They having shipped the car from a station taking a less rate of freight than the rate specified in the contract are clearly entitled to the benefit of such difference. Funsten Bros. & Co. were evidently willing on April 18th, 1902, to pay 41½c. per bushel for No. 3 mixed oats on track, any station having a 7c rate to St. Louis, and would no doubt have been willing to pay correspondingly more for the same oats on track any station having a 6c. rate.

The conclusion of the committee is:

(1st.) That Funsten Bros. & Co. extended the contract time and accepted the oats on the contract.

(2d.) That Ulrich & Sons waived their right under the contract to East St. Louis weights.

(3d.) That the St. Louis weights must be accepted as correct and that Ulrich & Sons are not entitled to their claim for shortage.

(4th.) That Ulrich & Sons are entitled to 1c. per cwt. on the amount of oats in the car according to the terminal weights, viz.: 42,860 lbs., \$4.29.

(5th.) That Funsten Bros. & Co. should pay to Ulrich & Sons the difference between \$4.29 and \$2.31, or \$1.98 will settle the difference between the parties to this case.

ISRAEL P. RUMSEY,
WARREN T. MCCRAY,
JAY A. KING,
Arbitration Committee.

Successive series of windows each 75 feet long and 27 feet high line the sides. These windows are 14 feet from the floor so as to allow the use of the wall space inside for exhibits. Triangular monitor windows supply sky light, while they cut off the direct sunlight, which would quickly spoil many of the exhibits this building will contain.

The grand nave 106 feet wide, which runs through the 1,600-foot length of the building, rises to a height of 60 feet and supplies the grandest vista of installation.

The entrances to the building are distributed to serve the visitors. A gradual rising approach will lead up from the Northwest where is located the main picture of the Fair. The beautiful slopes of the hill around the building have been assigned to the Departments of Agriculture and Horticulture, and here during the Fair will be maintained a fine display of flowering shrubbery and of indigenous and exotic plants. Hydrants will supply water to these exhibits at all times.

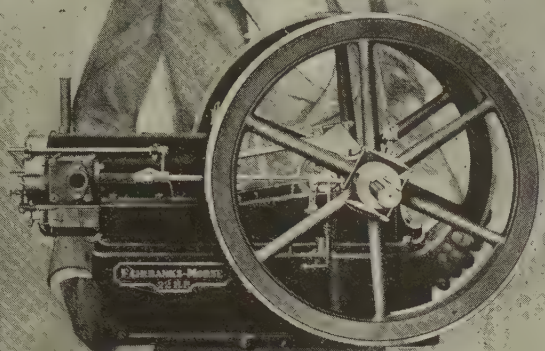
On its south side it will have a gallery 500 feet long and 25 feet wide. Here will be the offices for Chief F. W. Taylor and his staff; reading rooms where the leading agriculture publications will be kept on file; jury rooms and a large committee room. There will also be on this gallery an assembly hall for the meeting of agriculture and other societies. This hall will be 106 by 50 feet and will have a seating capacity of nearly 1,000.

FAIRBANKS MORSE & CO.

GAS AND GASOLINE ENGINES

STATIONARY
PORTABLE and
MARINE

CHICAGO, ILL., U.S.A.
DETROIT, CLEVELAND,
CINCINNATI, INDIANAPOLIS,
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MINNEAPOLIS, OMAHA,
DENVER, SAN FRANCISCO,
LOS ANGELES, PORTLAND ORE.



**TWO GREATEST POWERS
ON EARTH**

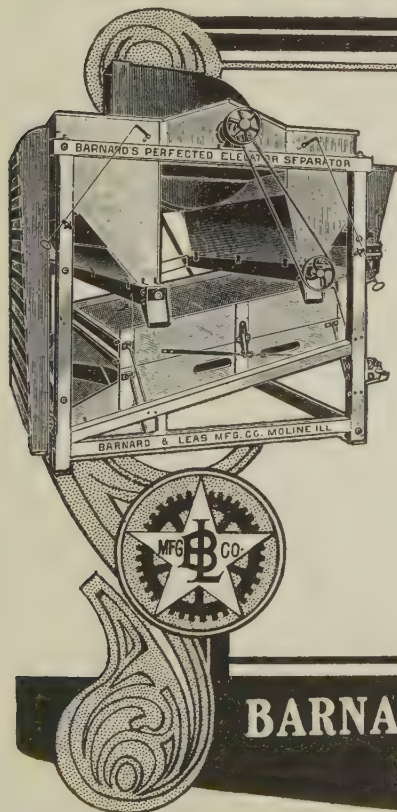
THE Hess Grain Drier

leads all others in merit and
is the only one in general
use in the large elevators of
Chicago, Duluth and other
terminal points. X X X

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707 Tacoma Building,
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MODERN SEPARATORS



Barnard's Perfected Separators are up-to-date
in every particular.

Not only this, but their superiority has been
proven by many years of service.

They are unequalled for close separations,
economy in operation and durability.

They not only clean the grain thoroughly, but
they save the screenings for feed, thus adding a
source of income to your elevator.

It will pay you to investigate their merits.

BARNARD & LEAS MFG. CO. MOLINE, ILL.

Builders of Elevators and Elevator Machinery

Lubricating Oil for Gasoline Engines.

By keeping on hand two kinds of oil, one a good ordinary oil for bearings and the other a special oil for the interior of the cylinder, the engineer in charge of a gasoline engine can obtain the best results, with inconvenience of having two kinds of oil and the danger of accidentally using the journal oil in the cylinder.

The great object has been to find an oil that would work both internally and externally on an engine; that is, an oil which would be suitable for lubricating the piston of a gasoline engine, which is subjected to very high heat, in fact it is a heat which would, if it were not for the water jacket of the engine, melt the casting. Therefore, that portion of the lubricating oil which comes in direct contact with the flame is subjected to an intense heat even tho the cylinder is water jacketed. The same oil, if of the proper quality, can be used to lubricate the journal and other parts where there is no heat. This is quite a difficult problem.

Experiments and researches carried on by Fairbanks, Morse & Co. have demonstrated that the necessary qualities can be combined in the same oil, so that it is only necessary to have the user purchase one kind of oil which acts properly for cylinder lubrication, and for all of the bearings, shafting and even for high speed machines such as dynamos. This oil is a pure filtered oil free from animal or vegetable products. It is of a high fire test and has a high viscosity. Such an oil is commonly known in the market as a strictly pure mineral oil, and when such oils are purchased from large and thoroughly established oil companies who have their branches throughout every city and town in the United States there will be assurance that the proper oil is obtained. When gas engine oil is purchased from traveling agents who have no headquarters there is doubt as to its being as represented and often results in a serious accident.

It does not pay to purchase a lubricating oil on which a cent or two per gallon can be saved, as such an oil might damage the engine and cost many times the price of a good oil at the end of a year's run.

It is easy to distinguish whether an oil is the right kind, as the cylinder is open at one end and the trunk piston passes out of the end of the cylinder to the extent of an inch or more, depending upon the size of the engine. When a lubricating oil is working properly it will not apparently change color or character as it works out of the open end of the cylinder, but if the oil is being burned or destroyed by the high heats which it is subjected to in the cylinder it will change color, sometimes coming out in a blackened pasty state, and at other times changing to a rust color and working out past the piston. It can be readily detected on the bright parts of engine and will look like little spots of rust.

An oil which changes color as described will cause considerable wear which sooner or later will affect the cylinder and piston and make it necessary to have the cylinder rebored, but with the proper quality of oil the cylinder and surfaces become glazed and have a bright polished appearance, and the oil as it leaves the cylinder looks natural.

In some cases parties are tempted to use the oil a second time, but it is not advisable to do this even tho it is passed thru a filter. These oils can be filtered

and used for lubricating bearings or some other surface where the service is not so severe, but on an expensive piece of machinery, working at heavy pressures, as on a gasoline engine, nothing but new oil of the above quality should be used.

Engineers using proper oil will be surprised to see the difference in the working of their engine and in many cases a saving in the amount of oil consumed on account of the reduced friction in the engine.

Grain Carriers

The car shortage is over.

Boston recently has shipped many cargoes of grain to Great Britain and the Continent.

The O. R. & N. Co. contemplates extending its system into central and south-eastern Oregon.

Track has been laid on the Missouri, Kansas & Oklahoma from Oklahoma to Arcadia, 20 mi.

An extension of the Chicago & Indiana Eastern has been surveyed from Muncie to Hagerstown, Ind., 25 mi.

The Santa Fe is surveying a line from Syracuse, Kan., southeast to a point on the proposed Eastern New Mexico.

The Soo road is said to have bot the "farmers railroad," with a view to building an extension to meet it from Kensal, N. D.

The Canadian Pacific, instead of running over the Grand Trunk, contemplates building a line of its own from Toronto to the main line at North Bay.

The recent arrival of many boats at Chicago with coal made the demand for return grain cargoes greater than the offerings. Rates declined to 1 3/4 on grain to Buffalo, at which figures some owners preferred to send their boats light to Escanaba for ore.

In its recent investigation of the exorbitant rates on grain to the seaboard the Interstate Commerce Commission found that the Lake Shore & Michigan Southern Railroad, after paying dividends of 7 per cent upon its stock, has a surplus of \$3,000,000 to \$5,000,000 a year.

Line steamships control the exports of grain at New York, because having other paying cargo and passengers, they can afford to carry grain lower than tramp steamers, which have been driven to other ports. The liners also control the method of handling grain by insisting that the cargo shall be brot alongside in lighters.

Traffic officials met in Chicago April 30 and reduced the rate on grain and grain products, Chicago to New York, from 20 to 18 cents per 100 pounds, or within a half cent of the rate indicated by the Interstate Commerce Commission. The officials claim the reduction would have been made anyway, as usual on the opening of navigation.

The Richmond Elevator Co., of Lenox, Mich., filed complaint with the Interstate Commerce Commission, April 28, alleging that the Flint & Pere Marquette Railroad, at various times since Oct. 15, had failed to furnish cars to complainant at Valley Center, Doyle, Avoca, Croswell, and Mem-

phis, Mich., for interstate shipments of grain and hay, altho meantime furnishing cars at other points for other shippers, including competitors of complainant.

The Dominion government has decided to abolish tolls on canal traffic for a period of two years. The Canadian canals are to be as free as the ocean. This reduction of one-third cent per bu. in the cost of transportation considerably strengthens the St. Lawrence route as a competitor of the Erie Canal. It is said that since the tolls have been abolished the Wolvin syndicate will operate its fleet of ten steamers clear thru from Duluth to Quebec.

Railway officials are confident of their ability to handle the next crop without danger of a car shortage or lack of motive power. The grain carrying roads have over 1,000 locomotives ordered of builders. The coal traffic that swamped the roads last winter will be handled in a normal manner. The absence of congestion will enable the roads to handle a heavy grain traffic. The Santa Fe alone, last year, spent nearly \$13,000,000 for new equipment.

Judge Grosscup at Chicago and Judge Philips at Kansas City have recently enjoined 14 railroads from granting rebates to shippers of grain over their lines. Judge Grosscup said: It is charged that each of the railroads reaching into the grain district has a single purchaser so favored by rates that he can exclude all others from purchasing. From these allegations it appears that the competition was really between the railroads through their favored purchasers, the effect of which was the same as though the roads were putting their own agents along their lines and giving them lower rates. There is no question but such actions are contrary to the provisions of the interstate commerce law. There is no question but criminal prosecution could be sustained against the offending roads if such allegations were proved. Besides, as the discrimination appears to have been against the grain growers, there is no question but they could bring suits for damages against the offenders.

In a lengthy opinion the Interstate Commerce Commission at New York, April 23, effectively disposed of all the arguments offered by the railroads for their unwarranted advance in freight rates. The Commission said, in part: A rate of 17 1/2 cents on grain and grain products from Chicago to New York is not shown, as alleged by the carriers to be unremunerative or disproportionate, compared with other rates. Whether tested by cost of movement, by what the carriers have voluntarily accepted in the past, or by comparison with rates on somewhat similar kinds of traffic, it is not unprofitable or unreasonably low. It is from two to five cents—10 to 40 per cent—higher than the rates actually received in recent years, and nothing appears in the financial condition of the carriers to justify a greater advance. The advance in the domestic rate on grain and grain products from 17 1/2 to 20 cents per 100 pounds from Chicago and the other advances made in consequence of the increased rate from Chicago to New York, the same being an advance over the highest published rate in effect for most of the four years previous, and a great advance over actual rates received for the last 15 years, are not justified. Further proceedings will be commenced unless the respondent carriers readjust their rates on grain and grain products in accordance with the views herein expressed on or before May 15, 1903.

GRAIN PURIFYING

BY OUR SYSTEM

Costs Less Than One Dollar per Thousand Bushels.

Is entirely different from anything heretofore in use in purifying grain,
Has received the approval of the largest handlers of grain in America,
The temperature in treatment is absolutely under the control of the operator,
Can be done with or without heat,
May be done in elevators operated by steam, electric or gasoline power,
Requires no additional machinery for handling grain before shipment,
May be used in largest transfer house or smallest country elevator,
Calls for no technical knowledge to operate,
Anyone can do the work by following our written instructions,
AND IS FULLY COVERED BY U. S. LETTERS PATENT.

With Our System

You need have no hot or moist oats or barley—it will cool and dry them,
You need have no bin-burned oats and barley—our System will prevent it,
While all grades below No. 2 can be immensely improved,
And all grains greatly benefitted where out of condition.

The Cost of Our System

Complete, including license to use and cost of construction, is so small that it will be saved to you in a very short time by the higher price received for purified grain and your freedom from hot and bin-burned oats and barley.

Will It Pay You?

It is highly profitable to others—why not to you?

One of our customers says: "We had a large quantity of very musty and badly stained white oats that we regarded as poor quality No. 4. We are clipping these oats and purifying them with your System and sending to Philadelphia, where they are grading No. 2 white clips. This we consider wonderful, and do not believe there will ever be a year when your Purifying System will not be of immense value to us."

An Indiana grain dealer, without any previous experience in the art of purifying grain, gives us the results of his first efforts with our System, and incloses the Official Certificates of Inspection as follows:

From one bin containing five cars of mixed (black) oats, stored at same time and all of like quality, he shipped:

One car to Buffalo, not purified, and it inspected "Damaged, mixed oats, mow-burned," and was cut three cents per bushel from price of No. 3.

Two cars to Chicago, not purified, inspected "No. 4, badly damaged, musty."

Two cars to Chicago, purified by our System, inspected "No. 2 oats," sold for 2½ cents over the price of No. 4, and the commission firm selling them wrote a special letter complimenting him on the high quality of his No. 2 oats, and added that they brought ¼ cent premium over any other No. 2 oats sold that day on the Chicago Board of Trade. And then he tried purifying white oats, and sends us the official inspection certificates, showing the following results on three cars of like quality from same bin:

Two cars to Chicago, not purified, inspected "No grade white oats; burnt."

One car to Chicago, purified with our System, inspected "Three white oats," and sold for 3½ cents per bushel more than the other two cars of same oats that were not purified.

While our System for Purifying is beneficial to all grains, it is especially valuable to oats and barley in removing **mold, must, smut, fungus and weather or water stains, bad odors and smells, expelling heat and moisture and restoring natural color and aroma of the grain**, thus greatly enhancing its food value and selling price, without impairing its germinating qualities.

Our Purifying System is in daily operation in our elevator at Earl Park, Indiana, where all parties interested in the grain business will be welcome. If you desire, we will send descriptive circulars and prepaid samples of grain before and after purifying.

CALDWELL & BARR, Earl Park, Ind.

[We have been granted by the U. S. Patent Office and we now fully control the only PROCESS PATENT ever issued by the United States Government on a PROCESS for treating and bleaching grain. All other so-called purifiers so extensively advertised are simply mechanical devices, some patented, others not, and none of them controlling or covering a process; and all users of them are liable to us in action for damages for infringement, if, without our consent, they make use of our Process either without or in connection with any of such so-called purifiers or devices.]

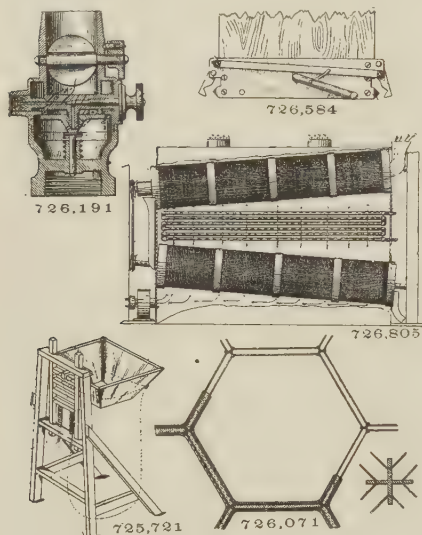
Patents Granted

Walter J. McVicker, Rogers, Neb., has been granted letters patent No. 726,731, on a gas engine.

August Krastin, Cleveland, O., has been granted letters patent, No. 726,226, on an explosive engine.

Louis F. Splitt, Layton Park, Wis., has been granted letters patent, No. 725,789, on an explosive engine.

Paul C. Sainsevain, San Jose, Cal., has been granted letters patent, No. 726,353, on a rotary explosive engine.



Andrew L. Baker, Short Hills, N. J., has been granted letters patent No. 725,990, on an internal combustion engine.

Geo. A. Gemmer, Marion, Ind., has been granted letters patent, No. 726,671, on a vaporizer for explosive engines.

Leon C. Letombe, Lille, France, has been granted letters patent, No. 726,710, on a gas or explosive engine.

Chas. A. Miller, Reading, Pa., has been granted letters patent, No. 725,741, on a fuel regulator for explosive engines.

Ernest W. Graef, Brooklyn, N. Y., assignor of one-half to Geo. A. Kay, Brooklyn, has been granted letters patent, No. 725,700, on a hydrocarbon engine.

Leopold F. Burger, Anderson, Ind., assignor to Wooley Foundry & Machine Works, Anderson, has been granted letters patent, No. 725,668, on a governing mechanism for gas engines.

Chas. E. Kenney, Chepstow, Canada, has been granted letters patent No. 725,721 (see cut), on a bag holder. A ladder frame comprising vertical side bars is movably supported by the cross bars of a standard. The bag-holding hopper may be supported at different heights on the different rungs of the ladder, which are pressed upward by two spiral springs.

Frederick Kees, Minneapolis, Minn., has been granted letters patent, No. 726,071 (see cut), on a wall for tanks, storage bins or warehouses. Hexagonal bins have upright bars at the meeting points of their walls, the bars having wings radiating from a common center, double rows of wires strung under tension between the bars and passing thru holes in

the wings, and concrete filling in which the bars and wires are embedded.

Wm. Readle, Elmira, N. Y., has been granted letters patent, No. 726,191 (see cut), on a vaporizing valve for explosive engines. The valve shell contains an air and a vacuum chamber, the air chamber having a hydrocarbon duct discharging therein. The supply of air is regulated by a pivoted plate, the construction permitting the entrance of two separate circular currents, one of air and the other of hydrocarbon and air, to the vacuum chamber.

Chas. L. Squire, Elmira, N. Y., has been granted letters patent, No. 726,584 (see cut), on a bag holder for grain chutes. The end of the spout is closed by a valve. From the sides of the spout project teeth having clamps pivoted above them. A bar is so coupled to the clamps with relation to their pivot points that the clamps will be thrown into or out of engagement with the sides of a bag slipped around the spout when the bar is moved from one side to the other across the spout. A crank shaft operates the valve simultaneously with the opening or closing of the clamps.

Chas. F. Verrell, Grand Rapids, Mich., has been granted letters patent, No. 726,805 (see cut), on a grain drier and cooler. Two cylinders are set one above the other in a case and converging toward a point. The cylinders are clothed with

finely woven wire gauze. Between the two cylinders is a steam heating coil. A blast of cold air from the fan passes upward thru the lower cylinder, between the pipes of the coil, thru the meshes of the upper cylinder and out thru openings in the top of the casing. The grain is heated and dried in its passage thru the upper cylinder and cooled in the lower cylinder. Both cylinders have a rotary motion.

During the eight months prior to April 1 France imported 7,800,000 bus. wheat; compared with 5,312,000 and 4,272,000 bus. for the corresponding periods of 1901-2 and 1900-1.

German importers are again complaining of the inspection of grain on the Atlantic seaboard, and are agitating for guarantee of delivery in good condition at destination.

Farmers in France are tenaciously holding their wheat for higher prices. Large areas of fall sown grain have been plowed up, and only part of the acreage has been reseeded to spring wheat.

Linseed oil is made into soap by the American Linseed Co. Another product to which the company is calling attention in a booklet just issued is "Lubrix," a lubricant. Linseed oil soap is said to be suited to use on woodwork.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

The Grain Dealers National Mutual Fire Insurance Co.

C. A. McCOTTER, Secretary,
INDIANAPOLIS, IND.

Grain Elevators our Specialty.

Our Policy is most satisfactory
to Grain Dealers.

Reliable Insurance....

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865

ASSETS, \$3,380,676

NET CASH SURPLUS, \$466,595.

W. L. Barnum, Secy.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
Losses Paid.....718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
1900
1901

Insures Flour Mills, Grain and Elevators.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....\$697,501.33
Surplus to Policy Holders.....697,351.55
Dividends Paid Policy Holders.....238,566.84
Cash Assets.....119,924.77

**MILLS AND ELEVATORS ONLY
PURELY MUTUAL**

A liberal policy issued.
Losses paid when adjusted and NO DISCOUNT demanded. Address,

E. E. PERRY, Secretary.

The Most Complete Outfit for Elevators and Mills

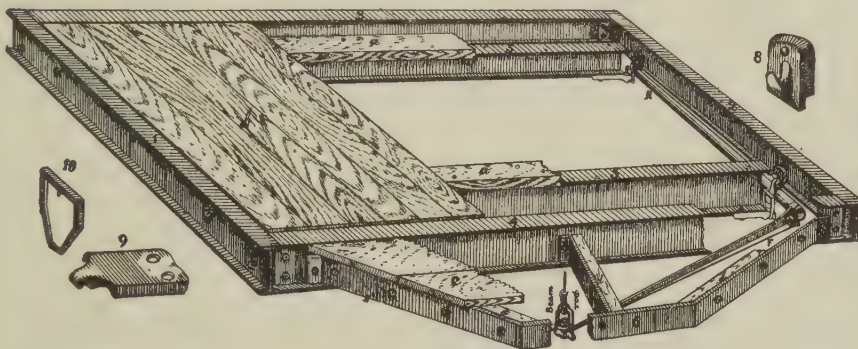
WAGON SCALES THE BEST ADAPTED FOR DUMPS.



All Sizes of Wagon or Stock Scales, also

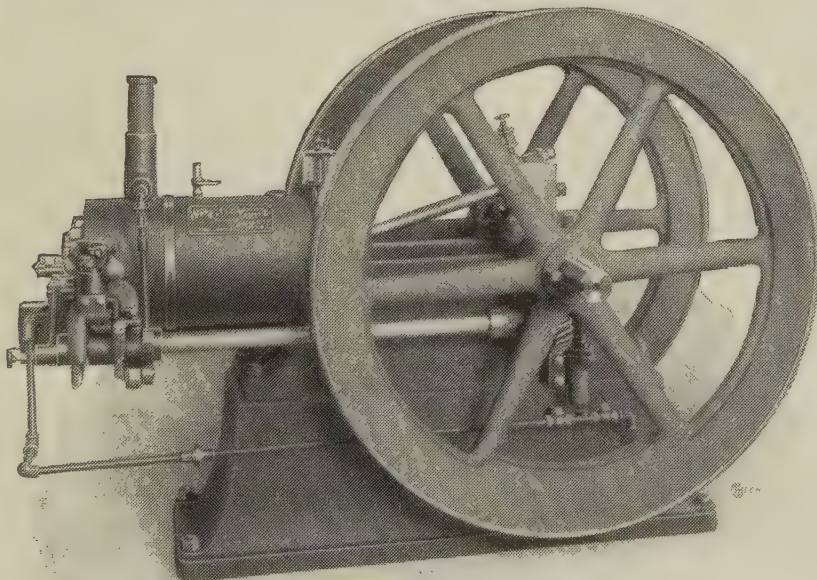
RAILROAD TRACK, DEPOT, ELEVATOR, MILL, WAREHOUSE & PLATFORM SCALES

Solid Steel Frames for Wagon Scales
WITH THESE THE OUTFIT WILL LAST A LIFETIME



New Design Gasoline Engine for Elevators and Mills

The Safest, Strongest and Most Economical made.



Fire-Proof Safes, Grain Wagons, Warehouse Trucks, Etc., at Lowest Prices.

Circulars, Price Lists and any information furnished upon application.
Inform us of your wants and get estimates. We will save you money.

292-296 Jackson Boulevard.

CHICAGO SCALE CO., Chicago, Ill.

Books Received

THE RED BOOK ANNEX. We are indebted to Howard, Bartels & Co., Chicago, for a copy of their valuable statistical quarterly containing much information of interest to option traders. Vest pocket size; 72 pages.

REPORT OF KANSAS STATE BOARD OF AGRICULTURE for the quarter ending March, 1903, contains chapters on Railroads and Agriculture, Work of the U. S. Department of Agriculture in its Relation to the Development of the Middle West, The Grange, Soil Cultivation, Alfalfa, Live Stock, The Experiment Farm, Corn Culture and Breeding. By F. D. Coburn, secretary, Topeka. Illustrated, 226 pages.

BRITISH IMPORTS AND PRODUCTION OF WHEAT SINCE 1845 are graphically depicted in colors on a chart 15x20 inches showing the amount of the home crop, imports from the United States, from British colonies, and from Russia and all other countries, separately; and the high and low price, for each of the past 58 years. Compiled by Geo. J. S. Broomhall. Press of the Corn Trade News, Liverpool, Eng.

HAY AND GRAIN CIPHER CODE. In this, the latest, code, terms are grouped together in natural classifications greatly aiding the user, who is not dependent upon the copious index. The phrases given cover most completely all the requirements of dealers in hay, millfeed, seeds and cash grain. The whole is so simple that no explanation is needed except for the very valuable new device for writing car numbers and odd weights; and this can be memorized by the average clerk in half an hour, enabling him to send or decipher any number up to 10,000,000 without the aid of the book. This cipher has been adopted by the National Hay Association. It is of pocket size, well bound in flexible red morocco, and is published by the originator, S. T. Beveridge, Richmond, Va. \$1.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, is full of helpful suggestions to the user of gasoline engines. Instructions are given on finding the cause of trouble and how to overcome and prevent a future recurrence of the same difficulties, as well as advice on regular care of an engine that will keep it always running smoothly. Two chapters are devoted to instances in the author's experience, showing that nearly all trouble with a gasoline engine can be obviated by exercising a little common sense. Other chapters treat of Gasoline Feed Supply, Starting, Fuel Consumption, Ignition, Timing, Lubrication, and the Condition of Engine as Indicated by its Noises. Gas Engine Publishing Co., Cincinnati, O. Cloth; 112 pages; \$1.

Tests of soft corn by the Iowa experiment station show results almost as good as from feeding mature corn.

A proclamation prohibiting the importation of grains tainted with disease of any kind has been issued by the governor of Victoria, Australia.

Canadians who hoped for a preference are disappointed that the removal of England's registration fee on grain extended to grain from all countries.

Secretary Cortelyou of the Department of Commerce invites suggestions from manufacturers on practical methods of introducing American products into foreign markets.

Meeting Illinois Valley Dealers.

The monthly meeting of the Illinois Valley Grain Dealers' Asso. was held in the Grand Pacific Hotel, Chicago, May 4th.

The meeting was called to order by Pres. Beyers of De Pue.

Secy. Dunaway read the minutes of the previous meeting.

Chief Grain Inspector Bidwill, Chicago, was introduced by the President and spoke as follows:

I came up on the invitation of your worthy secretary to give you an idea of the business we have had and how the inspection is conducted. Under our system today we have seventeen track inspectors and three supervising inspectors, one at South Chicago and two here. These inspectors inspect all grain coming in and after they are thru with it, the receiver's agent sends a sample of the grain to whoever it is consigned to. If they think it has not received justice and a fair inspection, they show it to Supervising Inspector Mr. Smillie. He has been connected with the department for thirty-five years and has been first assistant inspector for twenty years. His two assistants have served in the department about thirty years, and have been first assistants to him for ten or fifteen years. Our force consists of three supervising inspectors, seventeen second assistants, fourteen third assistants and twenty helpers. It is our aim to give justice to everybody and whenever complaints arise we try to rectify the mistakes the best we can. I do not believe any set of men can give any better satisfaction than the men connected with the department. That is about all I have to say in connection with the department.

I will give you an idea of the business we did in the last year:

The total number of cars received during the year from the various railroads was 145,833, being 66,591 less than the preceding year. The receipts by lake and canal of all kinds of grain was 1,218,040, being short of the preceding year 8,736 bushels. The total inspection by lake and canal and cars reduced to bushels, of all kinds of grain, was 172,930,429, being 68,224,604 less than the preceding year. From regular elevators there was inspected into cars and lake vessels of all kinds of grain, 40,712,659 bushels, which is 16,046,774 less than the previous year. There was inspected from unlicensed elevators into vessels 40,087,612 bushels and into cars, estimated by bushels, 34,206,899, making a total of 74,294,511 bushels, being 17,283,172 bushels less than the preceding year. The total amount of our inspection during the year from regular and unlicensed houses amounted to 115,007,170 bushels, of all kinds of grain, being 33,329,946 bushels less than the preceding year. The combined total of in and out inspection for the year is 287,937,499 bushels, being 101,554,550 bushels less than last year.

The average amount of wheat in incoming cars was 994 bushels, of corn 1,062, of oats 1,432, of rye 970, of barley 1,046. The total number of cars inspected was 145,385.

The number of re-inspections called for was 1,654, which is a little over 1-10 of 1 per cent. According to that you will see that the amount of dissatisfaction with the first inspection has got down to less than 1 per cent, and I hardly think it can be much less. It is the height of my ambition, and I know it is of my subordinates to do everything in our power to give as much satisfaction as we can. Of course no one is infallible, but you can see from our report that the re-inspection is a little less than 1 per cent and I do not believe it will be possible ever to get it down any lower. It is the height of the ambition of all of us connected with the inspection department to give everybody the best satisfaction we possibly can. My subordinates and I have been in the habit of giving the shipper the benefit of the doubt whenever there is any. I thank you, gentlemen, for your kind attention.

H. N. Knight, Pres. of the Illinois Asso., was called upon and said:

I am very much pleased to meet with you here this afternoon altho by accident. I did not know you were to have a meeting and I wish it were possible for me to say something of interest to you. I can only extend to you, in behalf of the Illinois Grain Dealers Association a cordial invitation to attend the next meeting at

Decatur which will be held June 3rd and 4th and we would appreciate a good attendance from the Illinois Valley. We have one of your representatives now representing us in your locality and we would appreciate a good attendance from you.

Secy. Dunaway: We all know how difficult it was during the winter months to get cars to move grain. It has been suggested that we discuss this matter and find out whether the railroad companies are not responsible in cases where cars remain out one, three and four weeks and occasion loss to the owner of the grain for that reason.

H. C. Mowry: I have had considerable correspondence on that question. The excuse has generally been given by the railroad companies that they lacked motive power. Personally I should be of the opinion that when they take a carload of grain and give a bill of lading for it and it is damaged on account of delay in delivering it that they will be liable for that damage. We ought to know what the liability of the railroad company is. If the shipper is responsible he wants to know it and be more careful. If the railroad company is responsible they want to know it. I think it would be well for you to take the initiative on that question, because it is a very important one.

Mr. Richardson: I do not think there is any question as to the responsibility of the railroad. I know of cases where grain has become hot and claims have been paid. The question is what would be a reasonable time.

Pres. Byers: I think this is too important a question for any little local asso. to take up.

Secy. Dunaway read the following extract from a letter from Smith, Hippen & Co.: "It will be impossible for us to be represented at your meeting on May 4th, but we would suggest that this question of the liability of the railroad company be fully discussed, and the matter be referred to the state asso. at its meeting in June at Decatur."

Secy. Dunaway offered the following resolution, which was adopted: That this asso. recommend that the Illinois Grain Dealers' Asso. take this matter up at its meeting in June at Decatur.

Pres. Beyers: The question as to whether or not the business of this asso. is to be done by the directors instead of by the members at the monthly meetings was to be taken up at this meeting, but I would suggest that we lay the matter over until the next meeting that we may have a better attendance when this matter is discussed.

Upon motion the matter was laid over until the next meeting.

W. E. Kreider, Tonica: I wish to give notice that at the next meeting I will make a motion to hold open monthly meetings to let the farmers in.

W. N. Hirschy: I have a matter I would like to bring before this association. While the state asso. has done all it is possible to do to help the local assos. and the majority of the members in central and northern Illinois feel they are not represented as well as they ought to be in the state asso. and I think some have good reason to think so. For this reason, Mr. President, I would like to make a motion that the Chair appoint a committee of three to meet with similar committees from other local assos. and a committee from the state asso. before the annual meeting, and map out some plan to pursue for the coming year. The motion has been made and carried in the Central and Northern assos. and committees appointed to see to it.

The motion was seconded.

H. N. Knight: I am in favor of Mr. Hirschy's motion, speaking for the state asso.

Mr. Mowry: I am glad to hear that motion, and glad such motions have been made in other localities. I really have been in favor of having all parts of the state equally represented at our meetings and on the Directory. Last year we had some difficulty with the Passenger Association in getting rates to our meeting, but this year probably the fare will be less. I want to tell you one thing and that is that President Roosevelt will be there. The members of our Directory ought to be scattered over the different parts of the state. This asso. has had a representative on the Directory for three years but the other assos. are also entitled to representation.

The motion made by Mr. Hirschy was carried.

The President appointed the following committee: F. L. Ream, Lastant; Geo. C. Dunaway, Utica, and Frank Delaney, Chicago.

F. L. Ream presented the following resolution; and moved its adoption, which was seconded:

Whereas, shippers of grain to the Chicago market suffer great losses by reason of grain being stolen from cars while standing in yards, thereby discouraging the shipment of grain to this market and inflicting a loss of freight upon grain carriers, and

Whereas, the Justices of the Peace, acting supposedly on instructions, have repeatedly refused to fine or imprison boys caught in the act of stealing grain from cars, and

Whereas, Judge Tuthill of the Juvenile Court has shown extreme leniency and refused to punish minors caught stealing grain, although it has been clearly shown that they were stealing the grain to sell, therefore be it

Resolved, that we, the members of the Illinois Valley Grain Dealers Association, in convention assembled, this 4th day of May, 1903, do hereby petition Judge Tuthill and the Justices of the Peace of the City of Chicago to place a fine in suspense over the head of every boy convicted of stealing grain from cars, and upon the second offense to punish the culprit in a way that will insure his not repeating the crime.

H. Hammelgarn: I do not think this is a matter for this asso. to take up. I do not think it is proper for this asso. to tell a judge what to do. I would very much dislike to see that resolution adopted. It will look like a political move on our part. The judge is up for re-election, I think, and it would look like a slur on this judge. I think we ought to take the matter up with the railroad company and ask them to protect our grain.

W. Nash: I happen to be personally acquainted with Judge Tuthill and believe more could be done if one person from this association would go and talk to him, although I think something of this kind is needed. I will gladly take some member over to Judge Tuthill and talk to him.

Mr. Hirschy: I would like to amend the resolution and move that the association appoint Mr. Nash as a committee of one to call on Judge Tuthill and express the wishes and feelings of this association on this question.

The amendment was seconded and carried.

Pres. Beyers: I would suggest that Mr. Ream go with Mr. Nash.

Upon motion the meeting adjourned.

Direction of the prevailing winds when the spring brood of Hessian flies is abroad determines whose field of wheat will be devoured.

Gasoline Engine Kinks.

By Wm. Shawd.

Gasoline and gas engines are being used for all kinds of power purposes and in a number of places have taken the place of steam.

The man who is given charge of these engines oft times is one that knows something about the steam engine. Everything goes all right for some time, then there is trouble. The engine will not start; a couple of hours are lost and still they cannot get it started. They look over the whole engine and nothing looks out of place, until the battery is closely examined, when a loose wire is found. When the nut on the binding post is tightened the engine starts off all right and the trouble is over for once.

The writer knows of a case where the builders sent a man at an expense of \$65 to fix an engine and all he found was a loose wire.

Sometimes after the crank has been turned to the back center, the gasoline poured into the priming cup, the cock opened, the flywheel turned over, and the spark given, instead of exploding the charge and starting, it does not move. This is nothing unusual, and is caused by too much gasoline in the cylinder, the walls of which are cold and do not evaporate the gasoline as when they are warm. A few turns of the fly wheel would correct all this.

Engine users must remember that the proper mixture of air and gasoline must be gotten in order to get an explosion. Too much gasoline is worse than not enough.

If the operator fails to start the engine the first time, the fly wheel should be

turned a few times, another charge put in and try again.

The battery must be well looked after, as a good stiff spark will help to start the engine. Dry cells are all right and 12 of large size should be put in, 9x3½ inches,

6 to be used in the morning, changing to the other 6 for the afternoon run. This arrangement will make the batteries last longer, will give a good spark to start on and save trouble which will surely come, otherwise.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.
DAVENPORT, IOWA, or KENTLAND, IND.

HOW ABOUT THAT SOFT CORN?

Try a Perfection Drier.

Write Babcock & Hopkins, Rensselaer, Ind.,
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and see what they say about it.

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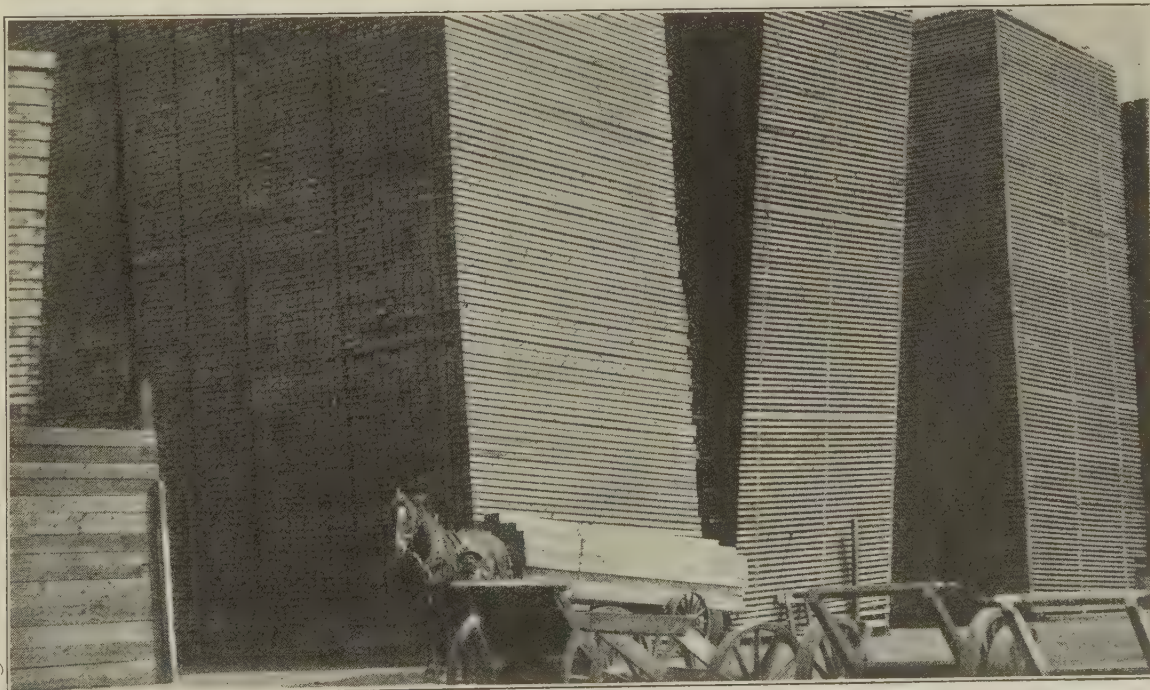
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Headquarters for anything in the lumber line

The above view should be convincing evidence that we have the stock on hand to supply your wants with. We have 70,000,000 feet of it continually on hand—this, and our most complete equipment for prompt service, at your command. Let us hear from you when in the market.

Suits— Decisions

Judge Hazel of the United States District Court at Buffalo, N. Y., on Apr. 29, denied the application of the Chicago Board of Trade for a temporary injunction to restrain the Consolidated Stock Exchange from using its continuous market quotations.

Damage by delay of grain in transit and a demand for the refund of demurrage are the principal points involved in a suit that will be heard at the present term of the court of Jefferson County, Iowa. Geo. D. Henry is plaintiff and the C. R. I. & P. Ry. Co. defendant.

Judge Gibson of the Circuit Court at Kansas City, Mo., has decided that several points in the suit of the Wayland-Wright Grain Co. against the Missouri Pacific to compel the furnishing and movement of cars, are properly in the jurisdiction of the Interstate Commerce Commission.

When the seller of a gasoline engine delivered an engine of the kind and character agreed on, there was no implied warranty that it should be fit for the purpose for which the purchaser intended to use it. Fairbanks, Morse & Co. v. Baskett. Court of Appeals at St. Louis, Mo. 71 S. W. 1114.

The Federal Court of Appeals at Chicago on May 1 ruled that the Chicago Board of Trade had a right to maintain suit against the Hadden-Rodee Co., and the injunction granted by the Milwaukee court restraining the bucket-shop from using the continuous market quotations will be enforced.

Under a contract of sale of seeds, delivered at buyer's option on or before a certain day, a wait of ten days after such date on a falling market, and until the season was nearly over, before attempting to make a resale, was not due diligence. Gehl v. Milw. Prod. Co. Supreme Court of Wis. 93 N. W. 26.

Roy L. Braucht brot suit against the Graves-May Co., Minneapolis, Minn., to recover \$636 damages for inducing him to invest that amount in wheat under alleged representations that the money would be returned to him many times over. The jury held that dealing in wheat on margins upon an exchange is not gambling, and decided in favor of the company.

Where, in an action for the loss of corn by the sinking of a barge, the proof showed that corn was worth 42 to 43 cents per bushel at destination, and at the price of 42 cents after deducting the value of the corn saved and the freight, there was left an amount due to plaintiff exceeding the amount of the verdict, an objection that the cost of transportation should have been deducted from the judgment was not sustainable. Marsden Co. v. Bullitt. Court of Appeals of Ky. 72 S. W. 32.

It is perfectly well settled that, when parties enter into a contract with reference to a particular business or trade, they are presumed to have contracted with reference to the usages of that business or trade, and their contracts are to be interpreted consistently with such usage. Peculiar expressions are to be given that meaning which they have acquired in

such business by common usage, unless, by the express terms of the contract, the usage is excluded or is inconsistent with the contract. Van Camp, etc., Co. v. Hartman, 126 Ind., 177, 179. Lyon v. Lenon, 7 N. E. 311; Morningstar v. Cunningham, 59 Am. Rep. 211; Prather v. Ross, 17 Ind. 495; Gunther v. Atwell, 19 Md. 157; First Nat. Bank v. Fiske, 7 L. R. A. 209.

When, in an action against a national bank to recover on a guaranty of payment of a draft of its customer, the defendant pleads want of power under the national banking act to make such contract, a federal question is directly involved, and an appeal therein to the Court of Appeals is properly transferred to the Supreme Court. Under Rev. St. U. S. Sec. 5136 [U. S. Comp. St. 1901, p. 3455], prescribing the powers of national banks, such a bank has no power to bind itself that a draft drawn on its customer will be paid, and, when sued on such a contract, it can plead ultra vires. First Nat. Bank of Moscow, Idaho, v. Amer. Nat. Bank of Kansas City. Supreme Court of Mo. 72 S. W. 1059.

Where a bank agreed with cotton dealers to advance money to them to pay for cotton purchased, taking the bills of lading as security, and the uniform course of the business had been for such dealers to sell the cotton, and, after sales were made, to receive the bills from the bank, and on receiving payment to deposit the amount in the bank, such dealers were authorized to sell the cotton before receiving the bills therefor, the bank trusting to them to make payment; and after they had sold and delivered such cotton the bank could not refuse to surrender the bills, and recover the cotton from the railroad company. First Nat. Bank of Cuero v. San Antonio & A. P. Ry. Co. Court of Civil Appeals of Texas. 72 S. W. 1032.

J. J. Childers, a farmer, contracted to sell 1,000 bus. wheat to the R. C. Stone Milling Co., Springfield, Mo. Between June, when the contract was made, and Aug. 22, 1901, when the wheat was delivered, the milling company alleged that a new contract was made and the old one abandoned. Under the first the price was 71½ cents and under the new one 60 cents per bushel. In beginning suit plaintiff based his action on the June contract, avoiding all reference to any later agreement. As defendant did not attack the complaint, but filed a general denial, the court held that as a cause of action was stated, plaintiff's recovery could not be defeated by his failure to prove the June contract as alleged. Judgment for Childers for a balance of \$556 was affirmed. Childers v. R. C. Stone Milling Co. Court of Appeals at St. Louis, Mo. 72 S. W. 1077.

The value of warehouse receipts covering the property of a bankrupt is defined in the late decision of the Federal Court at Chicago in the case of Alex Rogers, seed merchant. After the adjudication in bankruptcy when the receiver had applied for leave to sell the property the holders of the warehouse receipts objected on the ground that the property of the bankrupt was in the rightful possession of the storage company. The lower court upheld this claim and held that the trustee was not in real possession of the property. In reversing this ruling the Court of Appeals said: The filing of a petition in bankruptcy, followed by a seizure and by adjudication in bankruptcy, is a seizure of the property by the law for the benefit of creditors and an appropriation of it to the payment of the debts of

the bankrupt. It is a seizure of the property by legal process equal in rank to and of the same force and effect as by execution and attachment.

The Supreme Court of Nebraska on March 18 affirmed the decision of the District Court in favor of Jordan & Hynes, grain dealers at Wilcox, Neb., in the suit brot by Chas. P. Carlson to recover for alleged conversion of two lots of corn on which he held a mortgage. The tenant, John Cedarborg, and his landlord, Peter Carlson, sold the corn to Jordan & Hynes, who on Dec. 14, 1895, were garnished to pay a judgment of the State Bank of Wilcox against Cedarborg and Peter Carlson. On payment into court of the \$88.60 due Cedarborg and Peter Carlson the grain firm had been discharged from further liability. As the assignment by Peter to Chas. was not made until Dec. 16 the latter could only claim compensation under the contract of sale for corn delivered. The court said: When any person himself arranges for the disposition of property, he cannot afterwards, either by himself or by any subsequent assignee, assert a claim that such disposing was a conversion. The sale to defendants was fully authorized by the plaintiff and by Peter Carlson while he owned his part of the corn, and, whether or not defendants have paid for the corn, there can be no recovery for it by an action in conversion. 93 N. W. 1131.

How dangerous it is for farmers to join so-called co-operative grain shipping companies is shown by the experience of 209 members of the Farmers' Union of Viroqua, Wis. All the glib-tongued promoter asked of them was to pay \$1 and sign their names in the back of a book into the front part of which he had pasted articles of copartnership. The union was formed in February, 1899, and in April, 1900, the manager borrowed \$1,696 for the use of the Union. This note was not paid and the holder brot suit and was given judgment for \$1,816 against 205 of the members. The claim by the farmers that the promoter had represented to them that the signing of their names was as a list of privileged customers, and that the fee of \$1 each was the limit of their liability did not avail in their defense. The note on which the Supreme Court of Wisconsin ruled Mar. 21, was only a small part of the indebtedness, the management having contracted debts in excess of \$6,000. In addition the responsible farmers have heavy bills for legal advice, and are not done paying for the experience, as the Supreme Court sent the suit back to the Circuit Court of Vernon County for a new trial. 94 N. W. 45.

R. W. Van Tassel and wife conveyed to Adam J. Best four town lots in Princeville, Ill., under a condition that no building shall ever be erected on all or any part of said land hereafter described in which to handle grain; and, further, that no grain shall ever be handled on said land by the grantee herein, his grantee, administrator, executor, assigns, or lessee, or by anyone holding by, through, or under him; and, if this agreement is broken, said land shall revert to and become the property of the grantors herein. Eight years later Best sold one-half interest in the ground to Jas. E. Wakefield, and the two erected an elevator and began shipping grain. Van Tassel thereupon brot suit to have defendants ejected, and the decision of the lower court in his favor has been affirmed by the Illinois Supreme Court, which said: Had the restriction been so broad as to have affected all the available lands in the community from be-

ing occupied by a warehouse, or had there been, at the time the deed was made, a public warehouse upon the premises, and the condition sought to prohibit the use of such as a warehouse, then a different question might be presented for determination, as to the effect of which we express no opinion. The public is no more injuriously affected by a condition prohibiting the use of a small tract of land in a village for the purpose of a public warehouse than it is affected by a condition prohibiting the use of a tract of ground for a schoolhouse. The condition in the deed was a valid one, and for violation of it appellees could recover; the condition was not such a restraint of trade as to violate the law, or to invalidate the deed; appellants were estopped from denying the title of appellees at the time of making the deed in controversy. 66 N. E. 830.

Farmers' Elevator Craze.

By B. HERZER.

Farmers as a class are good citizens and hard workers, and when they succeed they feel better than the average business man who succeeds, no better. When they have a few hundred or a few thousand dollars ahead they get "itchy," and then they are bound to do something. They cast about and hunt up some line of business wherein someone has been successful and then take a plunge at it. Sometimes it is live stock, and sometimes it is grocery or dry goods stores, and not infrequently it is a gold brick.

Once in a while a farmer makes a good business man, and once in a while a business man will make a good farmer, but these are exceptions to the rule, for it has been demonstrated by experience, time

and again, that a man had better follow what he knows than to be led astray into something of which he knows nothing.

Farmers just now are riding the elevator horse. Watch them fall. The last month in the grain business would have been a valuable lesson to some of these enthusiasts. It would have been part of the business that would have taken much wind out of their sails.



WORLD'S POULTRY BOOK IN
GREATEST **SEND 10 CENTS**—worth \$100 to any
poultry raiser. Treats on diseases,
cures, scientific feeding, rearing chick-
ens, ducks, geese and turkeys, from
practical experience. It beautifully il-
lustrates land and water fowls. Gives
our formulas of how to feed to make
hens lay 200 eggs a year. Prices quoted
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IOWA POULTRY CO.,
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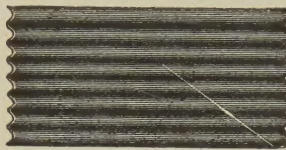
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WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



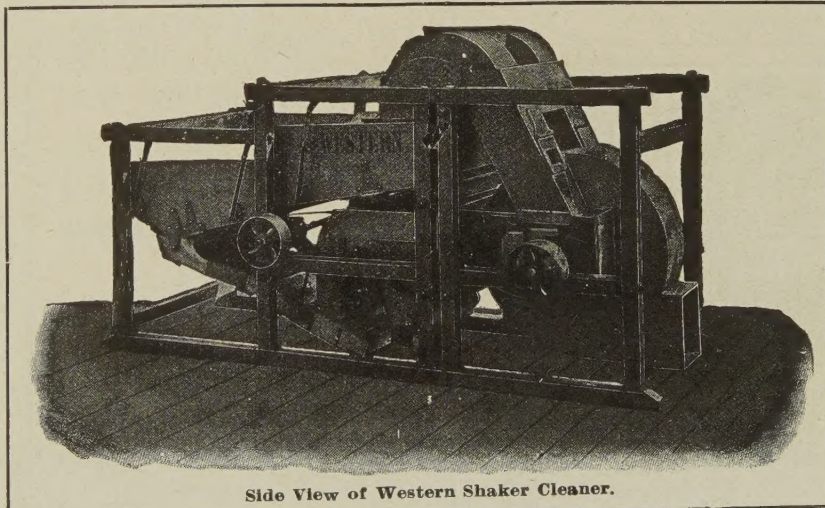
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**SEAMLESS COTTON
GRAIN BAGS**
MILWAUKEE BAG CO.
MILWAUKEE, WIS.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Side View of Western Shaker Cleaner.

Manufactured by

Union Iron Works,
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.

Your Opinion Wanted.

In order to determine what kind of advertisements impress our subscribers, we propose to offer sixteen prizes for their opinions on advertisements in the Grain Dealers Journal for May 10, 1903.

FOR NAMING FOUR BEST.

1st.—We will give \$25 to the subscriber who is first to name the four best advertisements in their order of merit.

2d.—We will give \$20 to the subscriber who is second to name the four best advertisements in their order of merit.

3d.—We will give any four of the books offered as prizes to the subscriber who is third to name the four best advertisements in their order of merit.

4th.—We will give a copy of Record of Cars Shipped, No. 385 (price \$1.50) to the subscriber who is fourth to name the four best advertisements in their order of merit.

FOR NAMING THREE BEST.

5th.—We will give \$15 to the subscriber who is first to name the three best advertisements in their order of merit.

6th.—We will give any three books offered as prizes to the subscriber who is second to name the three best advertisements in their order of merit.

7th.—We will give a copy of Sales, Shipments and Returns, No. 14 A. A. (price \$2), and a copy of Grain Register, No. 12 A. A. (price \$1.50) to the subscriber who is third to name the three best advertisements in their order of merit.

8th.—We will give a copy of Wagon Loads Received, No. 380 (price \$1.50) to the subscriber who is fourth to name the three best advertisements in their order of merit.

FOR NAMING TWO BEST.

9th.—We will give \$10 to the subscriber who is first to name the two best advertisements in their order of merit.

10th.—We will give any two books offered as prizes to the subscriber, who is second to name the two best advertisements in their order of merit.



Perfect Passenger Service
Fast Freight Service

CHICAGO & ALTON RAILWAY

“Of all inventions, the alphabet and the printing press alone excepted, those inventions which abridge distance have done most for the civilization of our species.”—MACAULEY

CHICAGO ST. LOUIS
THE ALTON ROAD
KANSAS CITY

PERFECTION IN TRANSPORTATION

IS FURNISHED BY THE

CHICAGO & ALTON RAILWAY

The heaviest steel rails, laid on a roadbed of crushed rock, make its track the smoothest. Over this dustless highway are run the most palatial trains in the world—the acme of luxury and comfort.

AMERICA'S MOST POPULAR RAILWAY—JUSTLY TERMED

“THE ONLY WAY”

BETWEEN

Chicago, St. Louis, Kansas City and Peoria
GEO. J. CHARLTON, Gen. Pass. Agt., Chicago, Ill.

11th.—We will give a copy of Grain Scale Book, No. 23 (price \$2.50) to the subscriber who is third to name the two best advertisements in their order of merit.

12th.—We will give a copy of Duplicating Scale Ticket Book, No. 62 (price \$1.25) to the subscriber who is fourth to name the two best advertisements in their order of merit.

FOR NAMING THE BEST.

13th.—We will pay \$5 to the subscriber who is first to name the best advertisement in that number of the Journal.

14th.—We will give a copy of Clark's Decimal Grain Values (price \$5) to the subscriber who is second to name the best advertisement.

15th.—We will give a copy of Robinson's Cipher Code, bound in leather (price \$2) to the subscriber who is third to name the best advertisement.

16th.—We will give a copy of Clark's Grain Tables for Wagon Loads (price 50 cts.) to the subscriber who is fourth to name the best advertisement.

No subscriber will be granted more than one prize.

The advertisements receiving the most votes for first, second, third and fourth place, on or before May 24, 1903, will be conceded to be the four best advertisements. The result will be published in May 25th number.

Any book prizes may be exchanged for other books of same value.

Send all opinions under separate cover to

“FOUR BEST ADVERTISEMENTS,”
Grain Dealers Journal,
255 La Salle St.,
Chicago, Ill.

LITTLE JOURNEYS

Little lake resorts and mountain homes will be more popular this summer than ever. Many have already arranged their summer tours via the

Chicago, Milwaukee & St. Paul Railway

and many more are going to do likewise. Booklets that will help you to plan your vacation trip have just been published, and will be sent on receipt of postage, as follows:

“Colorado-California,” six cents.

“In Lakeland” and “Summer Homes,” six cents.

“Lake Okoboji and Spirit Lake” four cents.

F. A. MILLER,

General Passenger Agent,
CHICAGO.

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agent., C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



C. & N. W. RY.

THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO

which reaches the famous

**WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

The GRAIN DEALERS JOURNAL.

The Jeffrey Manufacturing Co.
COLUMBUS, OHIO, U. S. A.

ELEVATOR and MILL SUPPLIES.

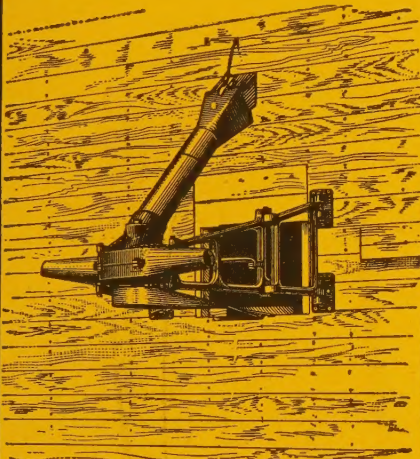


JEFFREY Standard Grain Buckets.

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Detachable Chains, Spiral Conveyors,
Sprocket Wheels, Shafting,
Elevator Buckets, Hangers,
Elevator Bolts, Pulleys,
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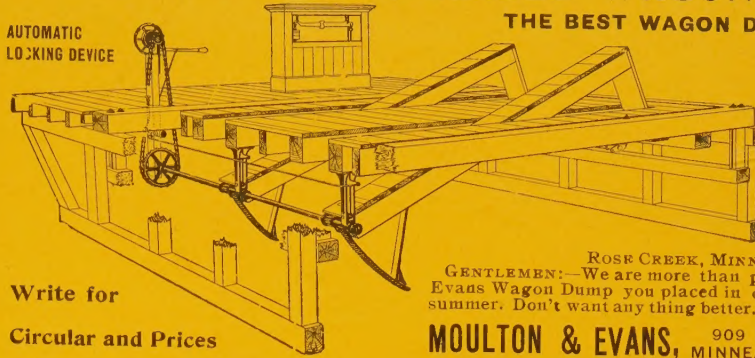
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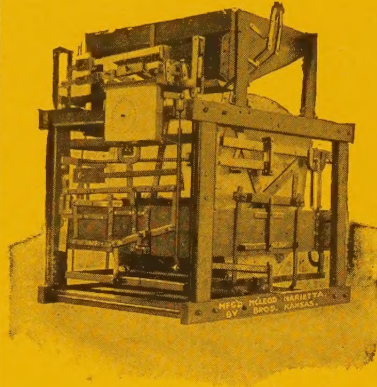
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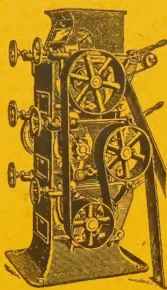
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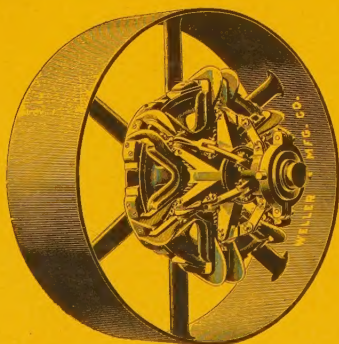
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